Bombay Gazette.

VOLUME 30.] WEDNESDAY, MAY 19, 1819. [NUMBER 1511.

NOTICE IS HEREBY GIVEN.

THAT a fairway Buoy (painted black) has been laid down in the entrance to this harbour; the bearings from which of the following places are

Light House, - - - - - - N. N. E.
Kennery Island, - - - - - S. b. E.
North brow of Great Caranja, E. b. N.
Tull Nobb, - - - - - - E. ½ S.
The Rock floating Light Vessel. N. E.

HENRY MERITON,
Supt. of Marine.

SUPT. OFFICE
BOMBAY
7th May 1819.

A CARD.

W. W. Beck, Jeweller.

BEING about to proceed to Calcutta, Requests all Persons having Claims on him, will prefer the same, and that all those Indebted to him, will make immediate Payment.

Bombay, May 19, 1819.

FOR SALE,
AT THE
Tavern Warehouse.

JUST Imported and in very high order, Europe Salt BEEF and PORK, in Tierces, which may be had Wholesale or Retail, likewise a few Firkins of Butter.

Bombay, May 19, 1819.

NEW AUCTION ROOMS.

John Yeates,

WILL SELL
BY PUBLIC AUCTION.
This Day, and To-morrow,
AT ELEVEN O'CLOCK PRECISELY

AN Invoice of Needles, Bobbins, Shirt Buttons, Tortoise shell Combs, Cotton Stockings, and Fashionable Straw Hats. Hunting Saddles, Buggy Harness, Shot Belts, Toys, Hungary Water, Preserved Fruits, and Jellies, Books, Pictures, Salt Herrings, Iron Hinges, Patent Roasting Jacks, Plated Ware, and Whips, Beer, and other Liquors, and a few articles of Furniture, also some Medicine Chests.

At 12 o'Clock precisely will be put up a Buggy.

Apollo Street, May 19th 1819.

NEW COMMISSION ROOMS.

JOHN YEATES
HAS FOR PRIVATE SALE,
On Commission
FOR READY MONEY.

AN elegant assortment of Europe Damask Table Cloths: a low price is affixed, in order to close the concern if possible before the departure of the Ships now loading for Europe.

Dimensions.

2 Yards wide	2 Yards long	Rs.	8
2 ditto ..	by 2½ ..	ditto "	9 a 11
2½ do. ..	by 3 ..	ditto "	14 a 16
2½ do. ..	by 3½ ..	ditto "	18 a 20
2½ do. ..	by 4 ..	ditto "	24
2½ do. ..	by 4½ ..	ditto "	24 a 30
2½ do. ..	by 5 ..	ditto "	30 a 34

Also a few Napkins to suit.

Apollo street, 19th May 1819.

NEW COMMISSION ROOMS.

John Yeates,

HAS FOR PRIVATE SALE,
ON COMMISSION.

AN elegant Europe Barouchette fitted up in the most fashionable manner; with a Capital pair of Horses, warranted sound and free from vice; also a set of Europe Harness.

The whole is one of the most complete outsets in Bombay.

Apollo Street 19th May 1819.

NEW COMMISSION ROOMS

John Yeates,

HAS FOR PRIVATE SALE
ON COMMISSION.
Just landed from the Ship
BORRINGDON.

AN elegant Europe Family Carriage fitted up in the first Style.

A neat light Europe Phaeton, with the desirable appendage of a driving Box.

Apollo Street May 19th 1819.

BOOKS
FOR SALE
AT THE
Gazette Office,

1 Vol. Quarto, Narative of a Residence in Algiers, - - - - -	Rs.	20
1 British Review No. 19. - - - -	"	2
1 Prospectus of a National Poem, -	"	1
1 Quarto, Essay on Consciousness. -	"	12

Bombay, 31st March, 1819

Bombay Gazette.

Wednesday, 19th May 1819.

GENERAL ORDERS.

By the Right Honorable the Governor in Council

BOMBAY CASTLE, 29TH APRIL 1819.

THE Rank of the undermentioned Cadets for the Infantry of the season 1817, with the exception of two, having been received from the Hon'ble Court of Directors, the Right Hon'ble the Governor in Council is pleased to direct that they be promoted to Lieutenants and permanently posted to Regiments with date of Rank as Ensign and Lieutenant as follows.

		Date of Commissions as Ensign	Lieutenant
1	Skinner Turner,		
2	Thomas Richard Billamore,		
3	William Rollings,		
4	Carles Waddie Watkins,	1818.	1818.
5	Thomas Clibborn,	29th April	30th April
6	Henry Liddell,		
7	George Smith,		
8	William Keys,		
9	John Adam Walsh,		
	Oilyett Atkinson Woodhouse,	posted to the Cavalry.	
10	Joseph Robert Woodhouse,		
11	Charles Cromwell Massey,	1818.	1818,
12	George Clarke,	1st May	2d May.
13	George Gramam Goddard,		
14	Andrew Smith Shortt,		
	James Liddell.	posted to the Cavalry.	
15	Charles Walter,		
16	Thomas Lechmere,		
17	James Scott,		
18	James Thomas,		
19	John Sand with,		
20	Pooley Kensington,		
21	Joseph Hugh Mills Luyken,	1818	1818-
22	Edward Hallum,	1st May.	2d May.
23	Charles Matheson,		
24	James Finlay,		
25	James Pooley Boswell,		
26	Charl, Frederick Elderton,		
27	Jahn Forbes,		
28	Thomas Marshall,		
29	Henry Spencer,		
	John Brooks,	posted to the Cavalry,	
30	William Cavaye,		
31	Robert Cameron Cowan,		
32	Neil Campbell,		
33	Graham Lloyd,		
34	Edward Byng Wilkins,		
35	Robert Webb Smith,		
36	Will Hill Waterfied,		
37	Anthony Dod,		
38	James Forbes,	1818.	1818.
39	Michael Max Well Shaw,	1st May	2d May.
40	Wm. Wilkie,		
41	Thomas Graham,		
42	Charles Henry Johnson,		
43	Charles Francis Pelly,		
44	Benjamin Kingston,		
45	William Frederick Allen,		
46	William Twigg,		
47	Humphrey Lyons,		
48	George White,		
49	Edmund Tyrwhitt Jones,		
50	Elhanad Winchester Jones,		

It appearing that Lieutenant Hynes of the 10th Regiment, died at sea on his passage to Europe in October 1815, his name is ordered to be struck off the strength of the Army; and as this casualty occurred prior to the original posting of the officers whose names appeared in orders on 5th instant, the situation of the following are charged viz.

5 Lieutenaut, Cathcart, to be posted to the 5th Regt.
6 Lieut. Hewitt, to be removed back to 3d Regt.
7 Lieut. Walker, to be posted to the 4th Regt,
8 Lieut. Siordet, } to be posted to the 10th Regt.
9 Lieut. Plaisted, }
10 Lieut. Farrell, to be posted . . . . 3d Regt.

The Cadets of the season 1817 accordingly staud appointed to Regiments permanently as follows.

European Regiment.

No. 4 Charles Waddle Watkins,—15 Charles Walter,—19 Thomas Lechmere,—37, Anthony Dod,—39 Michael Maxwell Shaw.

First or Grenadier Regiments N. I.

No. 1. Skinner Turner,—2 Thomas Richard Billamore,—3 William Rollings,—5 Thomas Clibborn,—13 George Graham Goddard,—19 John Sandwith,—34 Edward Byng Wilkins,—42 Charles Henry Jhonson,

Second Regiment N. I.

No. 9. John Adam Walsh,—24 James Finlay,—25 James Pooley Boswell,—48 George White,—49 Edmund Tyrwhitt Jones,

Third Regiment N. I.

No. 8 Wm. Keys,—10 Joseph Robert Woodhouse,—23 Charles Matheson,—29 Henry Spencer,—47 Humphrey Lyons,

Fourth Regiment N. I.

No. 11 Charles Cromwell Massey,—25 Charles Frederick Elderson,—Neil Campbell,—50 Elhanan Winchester Jones,

Fifth Regiment N. I.

No. 7 George Smith,—17 James Scott,—22 Edward Hallum,—40 William Wilkie,—46 William Twigg,—

Sixth Regiment N. I.

6 Henry Liddell.—12 George Clarke,—20 Pooley Kensington,—33 Graham Lloyd,—43 Charles Francis Pelly.

Seventh Regiment N. I.

No. 31 Robert Cameron Cowan,—36 Will Hill Waterfield.

Eighth Regiment N. I.

No. 18 James Thomas,—38 James Forbes,—44 Thomas Graham,

Ninth Regiment N. I.

No. 21 Joseph Hugh Mills Luyken,—44 Benjamin Kingston 45 William Frederick Allen,

Tenth Regiment N. I.

No. 27 John Forbes,—28 Thomas Marshall,

Eleventh Regiment N. I.

No 14 Andrew Smith Short,—38 William Cavaye—35 Robert Webb Smith,

Bombay Castle, 8th May 1819.

The following Native officer is promoted to the Rank of Subadar Major, conformably in the General Orders of the 27 of November 1818.

Name	*Corps*	*Date of Apt.*
Shaik Maboola	2d B. I or Gr. R.	27th Nov. 1818.

Dombay Castle, 10th May 1819.

Lieutenant John Sutherland, of the 4th Regt. Native Infantry, attached to His Highness the Nizam's reformed Cavalry, is allowed a furlough to sea on sick Certificate for a period of six months, from the date of his embarkation.

Published by Order of the Right Hon'ble the Governor in Council,
J. FARISH.
Sct. to Govt.

BOMBAY.

ARRIVALS.—May 12th Assistant Surgeon James Dow, 2d 4th N. I. from Konkan.

Ditto, Lieut. and Dept. Commissary of Store J. Laurie, Artillery from Ahmednuggur,

Ditto Captain Assistant Commisssry General, D. Wilson, from Malwa.

14th, Lieut J. Watts, B. E. Regt. from Surat.

Ditto, Captain Bagnold, 2d Bat. 3d Regt. from Surat,

15th, Surgeon James Roy, from Kattyawar.

Ditto, Lieut. C. Massy, 1st 4th Regt. from Poonah.

15th, Lieut. T. Graham, 1st 8th Regt. from Poonah.

17th, Captain Frederick, Assistant Commissary General, from Bhooj.

27th, Captain J. K. Chiblay, 3d M. E. from Khandeish.

17th, Lieut. W. Cavaye, 2d Regt. N. I. from Pallee.

Ditto. Lieut. J. Forbes, 2d 8th Regt. N. I. from Pallee.

DEPARTURES.—May 12th, Lieut. C. F. Pelly, 2d Bat. 6th Regt. to Poonah.

13th, Lieut. Ritchie, M. Establishment to Sea.

14th Lieut. G. Smith, 2d Bat. 5th Regt. to Kandiesh.

14th, Major Thomas Thatcher, 2d 9th Regt. N. I. to Deckan.

14th Assistant Surgeon Menzies, 21st Light Dragoons to Calcutta.

15th, Lieut. J. Wilson, Bengal Army to Calcutta.

15th Lieut. J. Sutherland, to Sea.

Ditto, Lieut. W. Spratt, 2d 2d Regt. to Malwan.

17th, Lieut. Col. J. D. Greenhill, Madras Establishment to Jaulna.

HORÆ FALCONERIA.

EASE THE SHIP! (*lof à la risée!* Fr.) the command given by the pilot to the steersman, to put the helm close to the lee-side; or, in the sea-phrase, *hard-a lee*, when the ship is expected to *pitch* or plunge her fore-part deep in the water, while close-hauled. The reason usually given for this practice is, that the sudden movement of the helm prevents the ship's head from falling with so much weight and rapidity into the hollow of the sea, as it would do otherwise; which is presuming that the slow and uncertain effect of the helm is sufficient to retard the certain and violent action of gravity: a position that necessarily infers a very singular theory of mechanics. We shall not endeavour to advance any argument in favour of this practice, only remark, that it is most strictly observed, both in merchant ships and his Majesty's navy.

Dr. Burney has not commented on this in any way, nor has Falconer, said so much as he ought; the fact is, that it is the only remedy in the seamans power, and is an attempt to throw the ships head on the sea, instead of letting her plunge into the hollow of it. We recollect, a certain martinet, ordering the helm to be put hard a weather conceiving, that an increased velocity might easily throw the ship head on the top of the sea to leeward; but in both cases the helm can have but little effect as it is seldom necessary, when the ship goes fast, the putting the helm a Lee is however we conceive the natural practice in this case, as the man at the helm is also relieved from the stress.

ENGAGEMENT, Dr. Burney has incorporated Falconers description with much new matter and had made it a most interesting article.

EQUINOXES, *Precession of the*, we give the whole of this very excellent article as we think it will be interesting to our Nautical readers.

EQUINOXES, *Precession of the*, is a very slow motion of them, by which they change their place going from east to west, or contrary to the order of the signs; and from the improvements now made in astronomy, it plainly appears that the poles, the solstices, the equinoxes, and all the other points of the ecliptic, have a retrograde motion, and are constantly moving from east to west, or from *Aries* towards *Pisces*, &c. Hence, as the stars remain immovable, and the equinoxes go backward, the stars will seem to move more eastward with respect to them; for which reason the longitudes of all the stars being reckoned from the first point of Aries, or the vernal equinox, are continually increasing, and the constellations seem all to have changed the places assigned to them by the ancient astronomers, who have been accustomed, ever since the days of Hipparchus, to speak of the *vernal equinox*, and the *summer solstice*, as answering to the first degree of Aries and Cancer; yet the fact is, that the equinoctial and solstitial colures at the above-mentioned seasons, are now in the first degree of *Pisces* and *Gemini*.

The tropics of *Cancer* and *Capricorn* are now really become the tropics of *Gemini* and *Sagittarius*: and it has been clearly demonstrated, by comparing the observations of the ancient with the modern astronomers, that the equinoxes recede about 50'¼ annually, or a sign in the ecliptic in the space of 2150 years.

Diodorus Siculus mentions a *golden circle*, of 365 cubits, answering to the days of the year (placed on the tomb of Osymandias, in Thebes), being carried away by Cambyses, which proves that the Egyptians were acquainted with the solar year from a very remote period of time. Mr. Hamilton, a late traveller, in his Egyptiaca, mentions, with admiration, the great Temple of Esnè or Latapolis, and describes the signs of the zodiac represented on the cieling, which must have been constructed when the sun at the summer solstice was in the middle of *Leo*, which is there placed as the last of the ascending signs, and which must assign an antiquity it of to morethan 5300 years.

He also visited the site of the ancient Tentyra, now called Dendera, and in the great temple there, which appears to have been repaired about the reign of Tiberius, he found the two zodiacs, which have been copied by Denon, a celebrated French traveller, who states that they must have been constructed when the sun at the summer solstice was about the twenty-fourth degree of *Cancer*; therefore cannot be referred to a much later period than 3800 years ago: thus by a medium of a great number of comparisons, the quantity of the annual change has now been fixed at 50'¼, according to which rate it will require 25,791 years for the equinoxes to make their revolution westward quite round the circle, and return to the same point again.

TO CORRESPONDENTS.

We have received an excellent vindicatory letter signed P. in reply to Theophilus, also one from Felix.

Much as we feel ourselves obliged to these friends, we would not that an indiscreet zeal, should call forth more controversy.

The Gazette.

Wednesday, 19th May, 1819.

We have been kindly favoured with the perusal of a few Morning Chronicles up to the 11th of December brought by the (Free Trader) England, Captain Reay, from Gravesend, the 15th.

We have made some selections from these papers but have hitherto met with but few articles of any interest. Summer still continued its reign; even as far North as Inverness on the 8th of December no snow had lain on the ground. The three per cent. consols, were, at 78⅛ on the 10th instant. Lord Castlereagh was still in France. We have met with nothing, respecting the revolution in Spain, or any South American intelligence; that we are not in previous possession of. Much discontent exsists in Canada, a memorial expressive of their Loyalty but complaining of some offensive passages, in the Lieut. Governors speech, had been presented.

The Cotton market still remained dull; Bengals are quoted in private letter at 6d. pepper had fell from 9 to 8d. and some sales had taken place at 7¼d. Coffee, manifested a little rise, the two sales in the end of November went off briskly at an advance of 2 to 3 S. on the former price.

Rice continued low.

Messrs. Money, Prescott, Ravenshaw and Reid, are canvassing for a seat in the direction.

Sir Charles Colville, we understand does not leave England until March.

It is said that all the one and two pound-Banknote are to be called in amounting to five millions, which is to be replaced by a new silver coinage.

Commercial, Some little stir has been evident in the Cotton market in these last few days and some purchases have been made, a shade lower then the prices quoted in our price current.

Colonel Le Chevalier de Maisoniere, landed on Monday last, from the Bourbon, from Bordeaux the 10th December and Isle of France the 2d of April; the Chevalier is the French charge d'affaire at Surat, and is on his way to take possession of the French factory at that place.

The Isle of France was again visited with a hurricane, on the 25th March this intelligence is brought by the Bourbon, Captain Rondeau, who left on the 2d April. But few particulars, have transpired, as we believe neither letters or papers have been received by this opportunity.

We find however that the Magiciene and Liverpool, were both driven on shore, but not much damaged; when the Bourbon sailed one of them was getting her guns out. Many Merchant ships were also blown on shore at the same time.

ADJOURNED SESSIONS.

The Honorable the Court of the Recorder, met on Wednesday last, according to appointment, for the purpose of trying a number of persons for a forcible entry, assault, and riot, in the house of Mahranee Voujee, a priestess descended from a long line of holy ancestors.

The Trial lasted from Wednesday, morning until Friday evening, when the Jury after a long and patient deliberation, brought in a verdict of guilty on the two principal defendants, on three out of the six counts, of which the indictment consisted; a third was also found guilty but recommended to mercy, the other defendants were acquitted, as being servants of the principal offenders, and were discharged by proclamation.

On Saturday the defendants, were brought up to receive the sentence of the Court, when the two principals who were found guilty of the assault and riot were severally sentenced to be confined in the Gaol of Bombay, for the space of one calendar month, to pay each of them a fine to the King of 80 rupees, and to find security, for keeping the peace for twelve months; themselves in 1000 rupees and two securities in 500 rupees each.

The other who was recommended to mercy was sentenced to pay a fine of one rupee to the King, and was then discharged.

EAST-INDIA HOUSE.

Capt. Staunton.—In a late number we recorded the gallant defence made by Capt. Staunton. of the 1st Bombay N. I. with his detachment of 800 men against the whole force of the Peishwa, consisting of 20,000 men, near Corygaum, in Dec. last; and we have now peculiar gratification in announcing, that the Hon. the Court of Directors have voted him a superb sword with a suitable inscription, and 500 guineas, as a testimony of their approbation of his gallant and meritorious conduct upon that occasion.

MISCELLANIES

The Court of Directors have recently limited the number of barristors practising in the supreme Court of Judicature at Madras to six, including the Company's advocate and the Master in Equity. No further appointments of Barrister will of course be made, till the number is reduced below the above limit.

The Rev. Atwell Lake, formerly the Chaplain of Prince of Wales Island, has been appointed by the Court of Directors chaplain to the factory at Cantou.

Lieut.col. R. Bronghton, and Lieut. col. D. Lumsden of the Bengal establishment, have been permitthd to retire from the service.

William Taylor Money, Esq. late of Bombay, has been elected a Fellow of the Royal Society.

OFFICERS AND DETACHMENTS FOR FOREIGN SERVICE.

Oct. 30.—Lieut.col. Watson, of the roval artilery goes out to the island of Ceylon, to take the command of that corps stationed there.

Lieut.col. Wright, of the royal engineers, is appionted to the command of that corps, and of the, royal engineer department in the island of Ceylon and Maj. Holloway, of the same corps, to the Cape of Good Hope.

The following are among the movements consequent upon the return of the troops from France. The 20th foot is to proceed to St. Helena. The 13th and 14th dragoons are to relieve the 21st and 22d dragoons in India.

Regiments are about to embark for India to relieve the following corps, viz.—22d, at Mauritius; 19th, a Ceylon; 65th, at Bombay; 34th, at Madras; 17th and 67th, at Bengal; coming home; 54th, to the Cape of Good Hope, to relieve the Royal African; 11th and 19th dragoons for India (to replace the 24th and 25th dragoons, ordered home;) the 54th for the Cape; the 90th for St. Helena.

Oct. 31 was launched at Messrs Pitcher's yard, Northfleet, a beutiful snip, built for Messrs. Chapman, express-for the East India trade. At a quarter before two, the lady of Chas. Forbes, Esq. M. P. and family went on the platform, and the ship was then christened by the daughter of that gentleman, by the name of the "Katherine Stewart Forbes," and soon after the ship glided off the stocks into her natural element in a very fine style, to the admiration of all the spectators.

AMERICAN COTTON

New York papers to the 23d Oct. reached us this morning. They are two days later date than those We receive on Wednesday last, but they contain little intelligonce of any moment. An article from Augustus (Georgio), dated Jun 10th states, teat the present season has been peculiarly unfortunate to the cotton plantations. In addition to the ravages of the rot and the caterpillar, the crops have suffered from a recent premature fall of frost. In the counties of Columbia and Wilks, the cotton is said to be much injured.

TRADE OF LIVERPOOL.

An Account of the Vessels which have sailed from the Port of Liverpool from the 1st of Jan. to the 30th Sept. 1818 (Not including Irish traders and coasters.)

For the ports of	Vessels.
Europe	742
United States	348
North America and Newfoundland	355
South America	129
West Indies	112
Africa	6
East Indies—(14,963 tons).	36
Total	1,723

Mr. O'Meara has been remooed from the list of naval surgeons. [*Assiatic Journal.*

We perform our promise in giving all we can collect concerning the loss of the unfortunate ship the Iris. We omit Mrs. Reels, letter, though we cannot resist, transcribing the comment of our brother of the Courier, and joining with him in the hope, that the subscription set on foot for her relief, will be a liberal one.

The extracts from the letter, describe in plain unvarnished language a series of female distresses with which every humane mind must sympathise. We lament, however, to add, that the writer, who has supported herself through her multiplied misfortunes with a fortitude and pious resignation worthy of our religion and our country, must ere this be acquainted with the still severer trials which await her with her poor infant. Her husband (Mr. Edward Reel) whom she had fondly hoped on her arrival at Bombay, to have pressed to her affectionate bosom, and to have been solaced by his love and tender care for her past perils, has been dead some months, leaving no property. Her husband's brother also, on whose invitation her husband had come out to this country, died a twelve month before him. This poor woman is, therefore, now in Calcutta, bereft of all subsistence, beyond what the benificence of her countrymen may bestow, and destitute of the means of procuring her return to her native country. We hear that a subscription has been set on foot here for her relief; we hope it will prove a liberal one.

SHIPWRECK.

Monday, February 8th 1819. Fresh breezes and cloudy weather, all sail set to the best advantage. P. M. saw a schooner at anchor at the Islands called Eleven Islands. Owing to my being short of water, I hauled up for the N. W. part of the Islands keeping the Chief Officer and Boatswain looking out at the mast head. At 5½ P. M. or thereabouts, the ship unfortunately struck on the weather side of the bar, when in the act of hauling in for the boat in the harbour. Got out the kedge anchor in fourteen fathoms water, and hove her out five or six fathoms. Owing to her taking in more water than we were able to keep free with both pumps, I ordered the lee anchor to be let go under foot, to keep her in shallow water, and to enable us to get out the cargo, it is impossible to save the ship. Crew employed landing dry goods.

Tuesday 9th Employed getting the sails, masts, &c. on shore. Got a few Negroes belonging to the schooner La Vertue, to assist us making huts, &c. on shore, and put on board the said schooner nine boxes of dollars and sundries. Finding myself in this predicament, I promised the French Captain, the value of his schooner, to take me to Ceylon or the Isle of France, in order that I might procure a vessel to transport what cargo and crew might he saved from the wreck. This he refused, stating that the owner of the schooner resided at Peros Banhos, and he could not upon any account accept of my offer without his approbation. On hearing this, I asked him if he would go along with me to his owner in my jolly-boat, to which he consented.

Went out in the boat, wind and current contrary. Found this impracticable; however, the Captain said he would attempt it in the schooner.

The following day being cloudy, it auswered for an excuse, saying he could not see the channel out of the harbour.

Seeing this, I found that they intended to rob me, and desert with the schooner. To prevent this, I kept part of my crew on board. The Frenchman seeing that I kept the vessel close, found it to be of no use to try to escape with her, without he weighed and made sail.

Friday 12th. At about 9 A. M. having my passengers and seven of my crew on board, we arrived at Peros Banhos.

Saturday 13th. At about 11 P. M. the Captain went on shore.

Sunday 14th. In the morning the Captain returned, informing me that his owner was coming on board to make an agreement with me for the schooner. About 7 A. M. Monsieur Gailett came on board and asked me to go on shore to draw out the documents, to which I consented and took my Carpenter on shore along with me. On my asking him, what his demand was for the schooner, he told me 6,000 dollars. He was given to understand that sum was on board the schooner. I asked him if his schooner was that value, to which he said he would not take that for her. Finding that I would not agree to any such exorbitant terms, he said he would let her take me for 5,000 dollars to Ceylon, if I would there refit her and dispatch her in two days after arrival at that island. Finding that this was merely a better cloak under which to rob me than the former, I immediately drew out the documents for that sum, and requested that he would come on board for it. My suspicion happened to prove correct. He brought off three canoes manned, and ordered the schooner to be dismantled and began to pass my cargo into his canoes. On seeing this, I found myself in the hands of robbers. To prevent their further proceeding in this unlawful act, I told the Carpenter to get his axe, and stand by to cut the cable, and I desired the Steward to hand two musquets upon deck, ordered the Englishmen to stand by me, as I could immediately take the Schooner, told the Carpenter to cut the cable, and obliging the owner of the schooner and his boat's crew to fly to their canoes, I made sail.

At 2 P. M. I gave the schooner up to the Captain, and told him so proceed for Ceylon.

Monday 5th. At 7 P. M. we were abreast of the wreck off Salomon's Island, when I sent my Carpenter down, to overhaul what quantity of water there was in the casks. He in his confusion told me that there was two casks, with part out of each. Finding this would be water enough for the passage, by putting ourselves on short allowance, I ordered the Captain to proceed.

Tuesday 16th. Finding that there was not above four days water on board for the crew, at the rate of one bottle per man per day, I considered it most prudent to return to the Salomon's Islands.

Wednesday 17th. The vessel sailed so badly upon a wind, and the wind heading us off, with the current, setting strong to the S. E. we found this attempt a vain one. Before the water should be entirely out, I again advised the Captain to steer N. E. by E with the view of falling in with vessels bound to the Bay of Bengal.

Thursday, 18th Trusting to the mercy of Providence to send us rain, we fortunately saved a few gallons of water that enabled us to make a shift to cook a little rice.

No remarkable occurrence took place untill we arrived off Padang-head. The Captain then came tome and asked me by his interpreter if it was not a good situation to let go the anchor. In answer to this I told him that he had fulfilled his owner's agreement by bringing me to this settlement, and of course he might let go his anchor where he thought proper. On my giving him no further satisfaction on that head, he ordered the anchor to be let go

The following morning he again took up his anchor with the intention of approaching the river, as he informed me. With some difficulty we got a canoe to come alongside. The French Captain sent one of the crew on shore to a Mr. Simelle, a gentleman whom he had some knowledge of, to request his sending off a boat to transport his passengers on shore which request was accordingly complied with. On my going into the boat with Mrs. Marriott and Reel, and family, the French Captain jumped into the boat.—I asked him who he left in charge of the Schooner during his absence from her.—He told me Monsieur Blanchard his Mate. I told him to be sure that no one had access to the treasure, to which he replied that his Mate had locked the hatches down and had possesion of the key.

At night he came on board and gave up the key to my Carpenter and telling him that he was now Capt. of the Schooner. and might do what he liked with her, he took his crew on shore with him.

On the next day I met with him on shore, and told him that he acted very unjustly te leave the property in the power of the crew without first consulting me on that subject. He told me to do what I liked with the Schooner, and that he had nothing now to say to her. I said if that was the case, why did you not give up your papers, and enter a protest against me?

From my giving up the vessel to him, off Peros Banhas, to the time of our arrival at this Settlement, there did not occur the smallest dissatisfaction between us.

We, the undersigned, part of the crew of the late Ship *Iris*, do hereby declare that the above Statement is an accurate detail of the circumstances that took place subsequent to the loss of that Ship.

(Signed)

LEWIS JONES late Master.
ANDW. CHRISTIE, Carpenter.
ANDREW GLASGOW, Steward.
MICH. W. PRATT, Seaman.

Copies of the Correspondence which transpired at Padang.

No. I.

To Mr. John Kemp.

SIR,

As I am a perfect stranger at this place and have had the misfortune of losing my Ship, the Iris, I hereby constitute and appoint you my Agent, and request you will act as such.

(Signed.)

L. JONES, late Master of the Iris.

Padang. March 9. 1819.

No. II.

To D. Delamotte, Esq. Acting Resident.

SIR,

As I mean, for the mutual satisfaction of the French Captain and myself, to request the attendance of some Gentlemen to meet at the Custom House to-morrow, for the purpose of settling what sum of money ought to be given for the use of the Schooner La Vertue, made use of by me for conveying the passengers, myself, part of the crew, and some cargo, from

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Salomon's Islands to this Port, I hope you will have no objection to this; at the same time I would wish you to appoint a person, on the part of Government, to act as an Umpire.

I am, Sir, Your most obedient Servant.

(Signed) L. JONES, late of the Iris.

Padang, March 9, 1819.

No. III.

To Capt. Jones, late of the Iris.

SIR,

In reply to your letter of this date, I have to inform you that Government declines interferring in the transactions alluded to, as proposed in your letter.

I am, Sir, your most obedient Servantt

(Signed) D. DELAMOTTE, Acting Resident.

Padang, March 9, 1819.

No. IV.

To Capt. Jones, late of the Iris.

SIR,

I beg to enclose within a letter, received this morning from the Master of the Vessel brought into this Port by you, and to request your reply thereto as early as convenient.

I am, Sir, Your most obedient Servant.

(Signed) D. DELAMOTTE, Acting Resident.

March 10, 1819.

No. V.

To D. Delamotte, Esq. Acting Resident.

SIR.

I have the honor to acknowledge the receipt of your letter inclosing a translation of Captain Legour's Protest, and his letter to you of this date. I have to inform you, as Captain Lagour refused accepting the sum of 5,000 Spanish Dollars, in presense of Messrs. Salmon, Krygman, and Kemp, and withdrew all other claims and demands for the use of his Vessel, I decline having any thing further to do with him. It is my wish to proceed to Calcutta on the Ship Blucher, with the property saved from the Wreck, where legal Courts of Justice are established, and where, if I have been guilty of any illegal act, I must suffer. It is my determination, on my arrival at Calcutta, to enter an action against Messrs. Legour and Galliett, the owners of the Schooner, for plundering me of part of the property saved from the late Ship Iris. I deny being in charge or command of the Schooner La Vertue, during her passage to this Port. I have also to inform you that the treasure passed from the Schooner La Vertue, was accompanied with a regular pass taking a copy of the same.

I am, Sir, Your obedient Servant,

(Signed) LEWIS JONES, late Master of the Iris.

Padang, March 1819.

No. VI.

To D. Delamotte, Esq. Acting Resident.

SIR,

In answer to your letter of this day, just received, I have to inform you, it is my wish to pay the Master of the Schooner a reasonable freight for his Vessel; but as I am at present Acting Agent for the Underwriters at Lloyds, I cannot think of paying more than is just. As to his throwing the Vessel upon my hands, he my do that if he pleases. I am going to Calcutta with the property saved from the late Ship Iris, to deposit the same with the Agents of the owners of the Ship there. As there are regular Courts of Justice at that place, if I have acted improperly, the law will be open to him for redress. I hope you will not attempt to prevent my proceeding by the opportunity that now offers.

I am, Sir, Your &c. &c.

(Signed) LEWIS JONES, late of the Iris.

Padang, March 9, 1819.

No. VII.

To Captain Jones, &c. &c.

SIR,

Your request to leave this Settlement, I have no authority to refuse, under the particular circumstances of your situation.

I am, Sir, Your obedient Servant,

(Signed) D. DELAMOTTE, Acting Resident.

Padang, March 13, 1819.

No VIII.

To Captain Jones, late of the Iris.

SIR,

I send for you perusal a second letter from the Master of the Schooner, and beg to call your attention and to request your reply.

I am, Sir, You obedient Servant

(Signed) D. DELAMOTTE, Acting Resident.

Padang, March 11, 1819.

P. S.—I request the return of the letter after perusal.

No. IX.

To Crptain L. Jones, &c. &c.

SIR,

1.—Captain Legour has informed me that you have taken the whole of the treasure from the Schooner, without any reference to him, and that you had refused payment of the freight, 5,000 dollars, unless Captain Legour withdrew his Protest.

2.—I have to observe, when you made the offer to pay the freight, no such conditions were made, nor could he comply with such, he states.

3.—I have therefore to call on you, in behalf of Captain Legour, to state whether you intend settleing with him according to agreement, and whether you will deliver over the Schooner (of which you were in command when she entered this Port) to him in a proper and regular manuer.

4.—I enclose you Captain Legour's Letter for perusal, also a translation of his Protest, both of which, I beg may be returned again after perusal.

I am, Sir, Yaur obedient Servant,

(Signed) D. DELAMOTTE. Acting Resident.

Padang, March 13, 1819.

No. X.

To Captain Jones, &c. &c.

SIR,

I have this moment received a letter from Mr. Resident D. Delamotte, rolative to making an adjustment between us. I therefore beg leave to say I will receive the sum of 5,000 Spanish Dollars, and grant a receipt for the same provided you will make me a remuneration for the cable and anchor, and take into consideration the promise you made me of sending provisions sufficient to carry me to my port of destination. If you approve of my terms, which, in fact, are nothing more than what you proposed previous to cutting my cable, we can settle the difference; otherwise I would prefer leaving it to the decision of the Bengal Government, as I have permission to proceed.

I am, Sir, Your obedient Servant,

(Signed) A. LEGOUR.

Padang, March 11. 1819.

No. XI.

To Monsieur Legour, commanding the Schooner La Vertue.

SIR,

In answer to your letter of this date, just received, I have to inform you that I will pay down the sum of 5,000 Spanish Dollars, being the amount agreed on between myself and the owner of the Schooner La Vertue, on your granting a receipt for the said sum, provided that you can satisfactorily prove to me your competency and ability to grant such receipt; or, in default of the same, your signing Bills of Lading for the sum of 5,000 Spanish Dollars, consigned to and on account and risk of the owner of the Schooner La Vertue, for my passage to some port or ports in India, as specified in the agreement, and to be specified in the said Bills of Lading; and will further, according to agreement, put on board one months provision for the crew.

Any further demands on me I absolutely resist, and request your speedy decision, as I am on the eve of departure for Bengal.

I am, Sir, Your &c. &c.

(Signed) L. JONES, late of the Iris.

Padang, March 18, 1819.

No. XII.

To D. Delamotte, Esq. Acting Resident.

SIR,

I beg Leave to hand you a copy of a Letter sent this morning by the Captain of the Schooner; the exorbitant demand for an anchor and Cable I refuse paying; he knows where the anchor lies, and can get it again. If he will send a bill for Salvage to my Agent, Messrs. Mackintosh and Co. Calcutta, if it is just, they will discharge it.

I am, Sir, Your &c. &c.

(Signed) LEWIS JONES, late of the Iris.

Padang March, 11, 1819.

XIII.

To Charles Salmon, Esq. Collector. &c. &c.

SIR,

Please permit two boxes containing Treasure, to be landed, for exportation, from the Schooner La Vertue, on account of Captain Lewis Jones.

I am, Sir, Your most obedient Servant,

(Signed) J. KEMP. Agent for L. JONES.

XIV.

To Charles Salmon, Esq. Collector, &c. &c.

SIR,

Please permit seven boxes containing treasure, to be transhipped from the Schooner La Vertue to the Ship Prince Blucher.

I am, Sir, Your most obedient Servant.

(Signed) J. KEMP. Agent for L. JONES.

Padang, Mrrch 11, 1819.

XV.

To Monsieur Legour, Commanding the Schooner La Vertue.

SIR,

I request you will be pleased to inform me if you will receive on board the Schooner under your command 5,000 Spanish Dollars, on account and risk of Monsieur Gaillet, and grant Bills of Lading for the same, being the amount of freight promised by me to that Gentleman for transporting part of the crew and passengers, also part of the cargo of the late Ship Iris to this Settlement, according to the documents in my possession,

I am, Sir, Yours, &c.

(Signed) L. JONES, late of the Iris.

Padang, March 11, 1819.

XVI.

To Captain L. Jones.

SIR,

I acknowledge the receipt of you letter of last night, in answer to which I beg leave to inform you that I will receive the sum of 5,000 Spanish Dollars, and sign the Bills of Lading for the same according to the tenor of your letter, and receive besides one months provisions.

I am, Sir, Your most obedient Servant.

(Signed) F. LEGOUR.

Padang, March 12, 1819.

XVII.

To John Kemp, Esq.

SIR,

I will do myself the pleasure to call on you at 12 o'clock and bring with me a person as interpeter.

I am, Sir, Your most obedient Servant.

(Signed) A. LEGOUR.

Padang, March 12, 1819.

No. XVIII.

To D. Delamotte, Esq. Acting Resident.

SIR,

I have the pleasure to return you Monsieur Legour's Protest and Letter, for which I am obliged.

I am, Sir, Your most obedient Servant,

(Signed) L. JONES, late of the Iris.

Padang, March 13, 1819.

No. XIX.

To Monsieur Legour, Commanding the Schooner La Vertue.

SIR,

I will be obliged, by your favoring me with a sight of the Register of the Schooner La Vertue under your command, to enable me to judge how far I am justified by putting freight on board that vessel.

I am, Your most obedient Servant,

(Signed) JOHN KEMP Acting for LEWIS JONES

I, the Undersigned, do hereby declare that Mr. Lews Jones, late Commander of the Ship Iris, did, in my house, request me to order the sum of Spanish Dollars 5,000, to be counted out from two bexes, landed from the Schooner La Vertue, and did offer that sum to Monsicur Legour, commanding the said vessel, provided he would withdraw all further claims, for bringing him, part of the crew, and cargo, saved from the wreek of the late Ship Iris, which sum be refused to accept on the above terms.

(Signed) JOHN KEMP.

Padang, March 13, 1819.

No. XX.

To D. Delamotte, Esq. Acting Resident.

SIR,

I beg leave to enclose you, agreeably to your request, a statement of Captain Jones's proposal to Captain Lagour, with his reply to the same.

I am, Sir, Your obedient Servant,

A True Copy, (Signed) T. H. KRYGMAN.

Padang March 13, 1819.

The Undersigned hereby declares, and is ready to atest the same on oath, that being yesterday at the house of Captain Kemp, he heard the following proposal made by Capt. Jones. in words, as nearly similar to these as he recollects:

Captain Legour—There is the money (5,000 Spanish Dollars) according to my agreement. Will you receive it, and withdraw your Protest.

A True Copy, (Signed) T. H. KRYGMAN.

Padang, March 13, 1819.

No. XXI.

To D. Delamotte, Esq. Acting Resident.

SIR,

I request you will be pleased to permit me to leave this settlement for Calcutta on the Ships Blucher which sails this evening, with the crew and passengers of the late Ships Iris.

I have the honor to be, Sir,

Your most obedient Servant.

(Signed) LEWIS, JONES, late of the Iris.

Padang, March 13 1819.

No. XXII.

To D. Delamotte, Esq. Acting Resident &c.

SIR,

Agreeably to your request, I enclose the declaration you required this morning.

I am, Sir, Your obedient Servant,

(Signed) C. SALMON.

Padang March 13, 1819.

I hereby declare, to the best of my recollection, that Captain Jones said to Captain Legour in my presence, "Captain Legour there are 5,000 Spanish Dollars for the freight of myself, passengers, part of my crew, and cargo, which I will pay you according to agreement, provided you grant me a receipt, and withdraw your protest," to which Capt. Legour replied, "he would not."

A True Copy, (Signed) C. SALMON.

Padang, March 13, 1819.

I do hereby agree with Joseph Gaillett, owner of the Schooner La Vertue, for the sum of 5,000 Spanish Dollars, to take, me, passengers, and part of the crew, to any port or ports in Indio, and the said Schooner is to be dispatched from the Isles Peros Banhas the 15th February 1819, at 4 p. m. I agree also, that on my arrival at any port or ports in India, to put on board one month's provisions, and discharge the said Vessel five days after my arrival.

A true Copy, (Signed) J. GAILLET.

No XXIII.

A Copy of the Freuch Captain's Protest.

We, the Undersigned, Captain, Officers, ond Mariners of the Schooner La Vertue, certify and attest as follows:—

That on the 8th February, 1819, being at the roads in Salomon,s Isles, at 2 o'clock of the afternoon, saw a Ship to the southward, distant about two leagues, standing apparently for the passage, which she entered with all sail set at 4 p. m. As she made no signal, we imagined they were acquainted with the passage. At 5 she struck, and sent her Boat to the Schooner for a Pilot, when we sent the Boatswain.

The Ship lay the whole night in the passage till 6 a. m. and reported that the bottom was stove in, and the Ship made a great deal of water. We immediately proceeded to give them all the assistance in our power, and assisted them to save all that could be saved. The English Captain asked us if we were to remain long at Salomons Island. We answered about a month longer, and we offered to give them a passage to the Isle of France, which in the first instance he accepted, but the next morning he told us he could not wait so long, and offered 5,000 Dollars to carry him to any port in Ceylon. We answered we could not take upon ourselves such a voyage, as our instructions were to proceed to Peros Banhas, and that the Schooner was insured, and that the resident of that Island was half owner of the vessel. He asked to see him. We go underweigh on the 12th, and came to an anchor on the 13th of February at 10 p. m. at Peros Banhas. I, Captain of the Schooner La Vertue went on shore, the Resident was gone to another Island in the vicinity, I gave orders to send for him, and returned immediately on board. At day light we got underweigh to approach nearer the settlement At 8 a. m. the Resident came on board, the English Capt. asked him to freight him the Schooner; the Resident told him to let the vessel be made secure first, and then we should go on shore and talk over the business with more composure. At 11, we came to, and went on shore. The English Captain took with him his carpenter. I. Captain of the Schooner one of my sailors who could speak a little English to interpret. Being on shore the Resident asked 6,000 Dollars of the Captain, and afterwards consented to take the sum of 5,000 Dollars, which the Captain offered, An agreement was immediately drawn out, (of which the Captain has a copy) and all was settled, and we were to sail next day at 4 p. m. We returned on board. The moment we arrived on board, the Captain ordered the arms to be seized by the sailors, and the cable to be cut by his carpenter. To this cable was fastened thirteen fathoms of chain. The Resident who was on board jumped immediately in to the canoe with two sailors and the cabin boy, and as soon as they shoved off, the Captain ordered to fire at them, but we were ignorant if any body was wounded by them. There now remained but two sailors, who turned against us the moment the vessel was seized. According to the agreement made. I was to keep command, but as soon as the vessel was seized, the

English Captain took the command himself, and kept it to this port. We were kept continually on deck and not allowed to go below in the cabin, in good or bad weather, continually watched, and not allowed to do any thing of our own accord, We did consider ourselves on board, after the behaviour of Captain Jones towards us, as prisoners; and we protest against him for every accident that has happened, and may happen to the Schooner, and every thing belonging there to, until the arrival of the said Schooner at the Isle of France, and I look upon his conduct as that of a *Pirate* until I can put my case in a Court of Justice, and that I hold him responsible for all losses that the Schooner and every party concerned therein may sustain. In the faith of which we have signed to the present Protest, and sworn to it this 10th day of March, 1819.

(Signed) LEWIS CLAIR.
REGESSENI. Boatswain, his † mark.
CHARLES BLANCHARDE, chief Mate.
A. LEGOUR, commander.

Sworn before me in Padang, March 10, 1819.
(Signed) D. DELAMOTTE.
Acting Resident.
A True Translation
(Signed) J. BARTHELEMY.

NAUTICAL NOTICES, CHRONICLE, and NAVAL REPORT.

Most of our ships have commenced their lading for China, and some will depart in the course of this week.

A Buoy of the Fair way has been laid down at the entrance of the harbour, the bearings from which, are specified officially in the Government Advertisement. This Buoy may be passed on either side, but passing to the Eastward should be preferred.

The Good Success Captain Crockett, from China the 13th March arrived in Bengal on the 26th April.

The Southerly winds have been very prevalent to the Northward of St. Johns. Two Boats with a detachment of the Bombay regiment were 12 days from Surat to Damaun, from whence they marched overland to Bassein.

The Blenden Hall will sail about the 20th, and the Partridge on the 23d inst. letters for the former ship will be received at the office of Messrs. Remington Crawford and Co. and for the latter at Framjee Cowasjees.

The (Free Trader) Westmoreland last from the Cape of Good Hope, anchored in the Harbour yesterday evening.

Spoke the Brampton, for this port on the 28th April, in Latitude 7 20 N. and Longitude 5,800 E.

BOMBAY.

ARRIVALS.—May 12th Armed Boat Vigilant, Syrang Mussa Peerbhoy, from Surat.

16th, Ship England Free Trader, Captain John Reay, from London, 15th Dec.

17th, French Ship Bourbon, Capt. Maurice Rondeau, from Bordeaux, 13th of Dec.

Ditto, Armed Boat Chacer, Syrang Doss Mahomed, from Surat.

18th, Ship Westmoreland Free Trader, Captain Crirrie, from England, last from the Cape of Good Hope.

Passengers per Ship England.

Mr. John H. Ireven, Frederick Kennett, John Fawcett, Cadets.

DEPARTURES.—May 12th, Portuguese Ship Carmo, Captain Ludivico da Encarnaçaõ, to Goa, and Macoa.

14th, Ship Margarett Ann Free Trader,, Captain J. P. Philipps, to Calcutta.

15th. American Ship Horatio, Captain R. Bunker, to New York.

16th, Ship Oracabessa, Capt. D. Thomson, to Mauritius.

17th, Ketch Shaw Byramgore, Capt. S. T. Ball, to the Coast of Sumatra.

18th, Ship Milford, Capt. Richard Horwood, to the Coast of Pedie.

Passengers by Ship Margaret Ann.

Assistant Surgeon Menzies, of H. M. 21st Regt. of Dragoons with Mrs. Menzies, and child, Docter and Mrs, Anderson M. E. Lieut. Wm. B. Ritchie, 1st Bat. 20th Regt. N. I. Lieut. Wilson, B. A.

Passengers by Ship Horatio.

Lieut. Dickson, Ensign Botton, Lieut. Rainsford, Mr. Campbell.

Passengers by Ship Oracabessa.

Mrs. Norris, and the two Miss Norrises, J. Sutherland, Lt. N. I.

Passenger by Ketch Byramgore.

John Morris,

SHIPS LOADING.

English.—Ship Partridge, Captain Kellie, for London.
Ship Blenden Hall, Captain Martin, for London.
Ship John Taylor, Captain Atkinson, for Liverpool.
Ship Asia, Captain Lindsay, for ditto.
Ship Waterloo, Captain Lovel, for Londan.
Ship Lady Borringdon, Captain Leving, for ditto.
Ship Lowjee Family, Capt. Seaton, for China.
Ship Castlereagh, Captain Briggs, for ditto.
Ship Sullimany, Captain Suxpitch, for ditto.
Ship Asia, Captain Fulcher, for ditto.
Ship Ann, Capt. Riddoch, for ditto.
Ship Bannerman, Capt. Ross, for do.

French.—Ship L'amiable Peggy, Capt. Fournier, for Bordeaux,

American.—Ship Portland, Captain Webster, for New York.

LIST OF SHIPS IN THE HARBOUR.

H. M. SHIPS.

Minden,

H. C. CRUIZERS.

Psyche Sylph.

SHIPS OF THE PORT.

Ann, Asia Felix, Bannerman, Castlereagh Helen, Cornwallis, Lowjee, Sullimany, Glenleg, Fatteh Alvadood, Asia,

BENGAL.

Hibernia, brig.

ARABS.

Faz Rubanee, Seton Grab, Salamutty Savoy Grab, Cadery.

AMERICANS.

Portland.

CEYLON.

Minerva, Ariel brig.

FREE TRADERS.

Asia, Jemima, Blenden Hall, Barkworth, Lady Borringdon, Partridge, John Taylor, Cerberus, Hyperion, Waterloo, Orpheus, Elizabeth, England, Westmoreland.

FRENCH.

L'aimable Peggy, Bourbon.

CALCUTTA.

At Kedgeree.

ARRIVALS.—April 18 Ship Hercules, Capt. James Henderson, from Chili 23d December, and Malacca 25th March.

Danish ship Antoinette, Captain H. J. Sihou, from Copenhagen 1st October, and Lisbon 22d November.

26. Ship Good Success, Captain J. Crocket, from China, the 13th March.

Off Calcutta.

18 H. C. Schooner Enterprise.

20 The Hercules, Anne, and Danish ship Antoinette.

EXPECTED TO SAIL.

From Calcutta.

Shis Lady Sophia Captain J. G. Duncan, for Batavia, in 3 or 4 days.

DEPARTURES.

From Calcutta.

21. Ship Susan, Captain J. C. Collingwood, for Bombay.

22 Ship Lady Carrington, Captain A. J. Moore, to complete her lading for London and St. Helena.

23 Ship Speke, Captain L. Lumton, to complete her lading London.

Ship David Clark, Captain G. Miller, for Penang and Malta.

Ship Marquis of Hastings, Captain D. Proudfoot, for Penang, Malacca and China.

PROGRESS OF VESSELS AT THE FOLLOWING STATIONS,
THE 24TH INSTANT.

Diamond Harbour.

Remain.—The Cambridge.

Kedgeree.

Remain.—The Dudaloy, outward bound.

New Anchorge.

Passed down.—H. M. Ship Carron.

Passed to Sea during the last week

The brigs Mentor, Brothers, and Dolphia; and Portuguese Ship Barretto, Junr,

MADRAS.

ARRIVALS.—April 29, ship Oscar (American), S. Briggs from Sumatra 14th April: do. Ship Lang, J. Clarke, from London 9th December; do. Ship Cumbrian, E. Cooper, from Bombay 7th April; 3d, Ship Sussex, Trill, from Covelong 30th April; May 2, Ship Admiral Drury, R. Johnson, from Calcutta 1st March: 3, Brig Wasp, W. Chick, from Sea at Ennore; 4, Ship Perseverance, J. Greg, from Covelong 3d, May; do. Brig Anna, Catharina, P. Barbert, from Trincomalie 28th April; 5, Ship Friendship, G. Wise, from Bombay 10th April.

Passengers per Friendship—Mrs. Babington, Mrs. Shaw Mrs. Barnad Mrs. Wise and five Children,

DEPARTURES.—April 30, H. C. Ship Ernaad, D. Jones for Calcutta; do. Ship Cumbrian, E. Cooper, for Eskapillay and Calcutta; May 3, Ship Sussex, Trill, for West Coast of Sumatra.

Passengers per H. C. Ship Ernaad.—His Excellency Sir Thomas Hislop and Suite; Majors Colebrooke, and Waugh; Messrs. Floyer, Taylor, Furlong and M'Intosh.

General Register of Marriages, Births and Deaths.

BOMBAY.

MARRIAGES.—On the 10th Instant in St. Thomas's Church, by the Revd. R. Baynes. Mr. James Edwards Conductor of Ordnance, to Mrs. Rosenia Mogrottey.

17th Corporal John Dargan, to Miss Catherine Kearney.

BIRTHS.]—On the 12th Instant Mrs. Arratoon Apear of a son.

At Seroor on the 10th instant, the Lady of Lieut. Colonel Ewart, C. B. H. M. 67th Regiment, of a Son.

On the 10th Instant, at Kalkadavy, the wife of Mrs. W. M. Davis, Conductor of Ordnance at Panwell of a Daughter.

DEATHS.]—On Friday the 7th instant, of the Cholera Morbus aged 41 years, Succaram Vencajee Porvoo, a Hindoo inhabitant. He was an honest and good Man and possessed the respect and esteem of most of the Natives in the Settlement. His loss is deservedly regreted by all who knew him and more severely felt by his disconsolate Widow and Family.

At Surat, on the 8th instant, in the 57th year of her age, Mrs. Maryam Gaspar; she possessed such an affable and mild disposition, that she was respected and endeared by all who had the pleasure of knowing her. She has left behind her an old Mother and two sons, with a circle of Friends, to deplore her irreparable loss.

EUROPE.

MARRIAGES.—Tuesday last, at Cheltenham, by the Rev. W. Gordon, George Barclay, Esq. son of Colonel Barclay, his Majesty's Commissioner for the American boundary, to Matilda, only daughter of Anthony Aufriere, Esq. of Hoveton-hall, Norfolk, and grand daughter of the late General Count Lockhart, of Lee and Carnwath.

On Monday, at St. John's Hackney, William Arthur Wilkinson, Esq. Peckham, to Miss E. Ricardo, of the former place.

Yesterday, at Mary-le-bone Church, by the Rev, Wm Parker, Rector of Ethelburgle, the Rev. James Smallcross, formerly of Trinity College, Cambridge, to Mrs. Harington, late of Benson, Oxfordshire.

On the 25th November, at Swalcliffe, Oxfordshire, the Rev, James Blencowe, of Steeple Aston, to Anne Cranmer, widow of E. J. Nagle, Esq. and daughter and co-heiress of the late J. Beauchamp, Esq. of Pengreep, Cornwall.

At St. Mary Abbot's, Kensington, on Tuesday last, by the Rev. Mr. Rennell, the Vicar of the said Parish, Sackville Henry Frederic Gwynne, Esq. of Glanbrane Park, Landovery, in the county of Carmarthen, to the eldest Miss Simest of Kensington Gravel Pitts.

On the 26th November, at Acton church, Mr. William Holland, of Covent-garden, to Mary only daughter of Thomas Young, Esq. of East Acton.

At Tamworth, William Perry, Esq. of Testerden-street, Hanover-square, to Elizabeth, second daughter of the late Wm. Paul, Esq. of Bole Hall.

On Thursday last, at Ealing, by the Rev. Bolson Cars, Isaac Gompertz, Esq. of Cleveland-row, St. James's, to Florence, daughter of the late Charles Francois Wattier, Esq. of Abbeville, in France.

At Derby, on the 14th ult. by the Rev. U. B. Haden, Rector of Saddington, Kirk Boot; jun. Esq. to Miss Anne Haden, second daughter of Thomas Haden, Esq. of that place.

In May last, at Madras, Henry Bushby, Esq. Civil Service, to Lucy Anne, second daughter of the late Thomas Jeffreys, Esq. of Brecon, S. W.

At Catherington, Hampshire, on the 4th instant, Steuart Boene inglis, Esq. formerly of the King's late German Legion, to Sholto Charlotte, widow of Major-General James Pringle, and daughter of the late Sir John Halkett, Bart.

On Friday last, Mr. Edward Cowper, of Nelson-square, to Anne, eldest daughter of the late Capt. Applegath.

BIRTHS.—On the 9th instant, the Lady of the Russian Oil Prince, 68, Charlotte-street, Portland-place, of a son.

On Friday, the 4th instant, the Countess of Aberdeen, of a daughter.

On Saturday last, in Parliament-street, Mrs. Mundell, of a son.

On Saturday last, the Lady of Thomas Wm. Clagett, Esq. of Clapham Rise, of a son.

On Monday last, at his house in Gloucester-place, the Lady of W. L. Hughes, Esq. M. P. of a daughter.

On Tuesday the 1st instant, at his Lordship's seat, at Gogmagog Hills, the Right Hon. Lady Frances Godolphin Osborne, of a still born son,

The 1st instant, at Nynehead-court, Somersest, Mrs. Ayshford Sanford, of a son and heir.

On the 5th inst. the Lady of William Anderson, Esq. of Great Portland-street, of a daughter.

DEATHS.—Lately at Dungannon Park, Ireland, in the 90th year of his age, Lord Viscount Northland's a Governor and Custos Rotulorum, of the County of Tyrone, and a Representative Peer for Ireland. He is succeeded in his titles and estates by his eldest son, the Honourable Thomas Knox, Member in a former Parliament for Tyrone.

On the 1st instant, in Chester-place, Kennington, Mrs. Hensch, in the 80th year of her age.

At Brighton, on Sunday night last, Mr. Wm. Bovill, of Upper Footine, aged 28 years.

On the 30th ult. in Barton-street, Westminster, Mr. John Tubb, aged 31, after a long and painful illness.

On Thursday, the 26th ult, at Shavington, Viscountess Killmorey, wife of Lord Viscount Killmorey, of Shavington Hall, in the county of Salop, and eldest sister of Lord Combermere, of Combermere Abbey, in the county of Chester.

Tuesday last, in Euston-square, of a decline, Mrs, Robert Abraham, aged 40, daughter of the late Peter Brown, Esq. botanical painter, leaving an afflicted husband and ten children to mourn their irreparable loss.

Tuesday, Wm. Henry Forrest, youngest son of Mr. Forrest of Aldersgate-street, aged 20

On the 1st inst. at his house in Everton, Liverpool, Alexander Taylor, M. D. formerly of Paisley, and late of Manchester, in the 75th year of his age.

On Friday, the 27th ult., Mr. Thos. W. H. Grindall, aged 31, nephew of T. A. Grindall, Esq. of Smith-street, Chelsea.

On Saturday, Dec. 5, at Camberwell, Elizabeth, widow of the late James Neale, Esq. of St. Paul's Church-yard, aged 75.

On the 1st instent, universally and most deservedly regretted by all who had the happiness of knowing him, James Sutherland, Esq. of the [illegible]on Civil service.

Yesterday morning, Mrs. Sills, the [illegible] of Mr. Joseph Sills, of Queen-street.

Friday evening last, at his house in [illegible]n-garden [illegible]am Berridge Esq.

Saturday last, in Granville-square, Brunswick-square, Mrs. Catherine M'Nab, widow of the late Captain Augus M'Nab, of the Henry Dundas Indiaman.

On Sunday evening last, Suddenly, in an apoplectic fit, Mr. De Bruyn, surgeon, [illegible] North Audley-street.

Sept. 27. At Bath, Joshua Uthoff, Esq. late a Senior Merchant on the Bombay establishment. At an early age, in the year 1781, he went to India as a writer, and during his long servitude filled many offices of great trust and responsibility. He resided many years at Poona, as Assistant to Sir Chas. Malet, Bart. "the Political Resident on the part of the Supreme Government of the Company's territories at the Mahratta Court. During Sir Charles's absence, for upwards of a year, he discharged this important trust at a time when the troubled stream of Eastern politics ran in a course of unusual difficulty. This was at a period of the French revolution, when the element of disorder had spread, wherever European publications could be circulated, like a universal contagion; and in fact Poona was at the time as revolutionary as Paris, though happily without blood shed. Mr. Uthoff, on quitting Poona, was selected by the Bombay Government as a Commissioner for settleing the affairs of Malabar, and subsequently for the office of Political Agent at Goa. His conduct in all these stations, received the fuliest approbation of the superior Governments. He quitted India, we believe, about 15 years ago, and soon after married daughter of—Farrar, Esq. of Bath. He was possesed of talents of the most useful and respectable discription. His warmth and constancy in friendship were examplary. He was the best of fathers and husbands. It is not to be belived that he had one enemy in the world; he certainly did not deserve one.

Oct. 28. At Aberdeen. Lieut. Col. P. Black, late of the Bengal Nat. Cav.

Nov. 9. At his seat at St. Paul's, Waldenbury, Herts, Lieut. Gen. Wm. Jones, of the Hon. E. I. C. service.

17. At Paddington, Anne, wife of Capt. A. Campbell, of the Hon. E. I. C. Naval Service.

Calcutta.

CURRENT VALUE OF GOVERNMENT SECURITIES.

SATURDAY, APRIL 24, 1819.

BUY.		SELL
1 4	Six per Cent. Loan Obligation. *(discount.)*	1 10

We shall be glad to see MULLAH FIROR avert the conclusions which will be drawn from the declarations of *Zertoosht*. We have already noticed that the account given by him of the manner in which the manuscript came into his possession, differs from that which Sir JOHN MALCOLM has published in his History of Persia, on the same authority and in which it is stated that MULLAH FIROZ informed Sir JOHN MALCOLM, he had himself found the book when searching among some old volumes at Ispahan These discrepancies it is incumbent upon MULLAH FIZOR to explain.

The Good Success, on her way down from Canton, spoke the Exmouth from Calcutta, at the second bar, on the 13th of March, and the Robarts from Bombay at Whampoa.

The Honorable Company's ship Dunira, last from this port, had reached Canton before the Good Success, and was met on the second bar coming out, when the Good Success enterd.

The Honorable Company's ships Marlatt and Phœnix had arrived in China direct from England, and sailed from thence again on their passage home, on the 10th of March.

The Bengal Merchant left Whampoa in company with the Good Success, for Calcutta, but was to touch at Penang in the way.

The Britannia left China also in company with these two last ships, but was to call at Malacca and Rangoon.

The Success touched at Malacca, and laft it on the 3d March; saw two large ships off False Point, which were supposed to be regular Indiamen.

English Extracts.

LONDON:
FRIDAY, DECEMBER 11, 1818.

We received yesterday the Paris Papers of Monday last.

The resignation of the Count CORVETTO, the Minister of Finance, has been accepted by the KING, Its

(To be continued in the Supplement).

BOMBAY.—PRINTED FOR THE *PROPRIETORS*, BY BHAWOO, & G. MARTINS, IN APOLLO STREET,
WHERE ADVERTISEMENTS, ESSAYS, POETICAL PIECES, ARTICLES OF INTELLIGENCE, &C. &C. WILL BE THANKFULLY RECEIVED
Gentlemen about to change their stations, are requested to give notice to the PRINTERS, who will pay due attention to their Orders.

SUPPLEMENT TO THE BOMBAY GAZETTE.

Wednesday, 19th May 1819.

...ntinued from the Last Page.

said he is to be succeeded by M. Roy, a Member of the Chamber of Deputies.

An article from Hamburgh, dated the 28th ult. says "In consequence of a formal demand made, by the Spanish Minister, a great number of young men, who had been enlisted for the service of the Insurgents in South America, have been arrested, at the moment they were about to embark. Some of them had already gone on board two vessels before the measure was adopted, and they succeeded in making their escape."

From Vienna it is mentioned that a courier had arrived there from Aix-la-Chapelle, with the certain intelligence that the Emperor of Russia is to arrive in that Capital to-morrow. His Imperial Majesty will reside in the same apartments he occupied during the Congress of Vienna. Neither of the Empresses of Russia intend to visit Vienna.

The Diet of Frankfort is not to re-assemble till the 7th January, but the Committee appointed at Aix-la-Chapelle for the affairs of Germany, &c. was to meet at Frankfort within the first fortnight of the present month.

An article from Lyons mentions the prevalence of reports at Paris of insurrectionary movements at the former City, for the purpose of contradicting them; it being asserted that nothing had occured at Lyons to warrant such rumours, except the seditious exclamations of some drunken individuals, at the Ballots which took place under the Recruitment Law.

A Hamburgh Mail also arrived yesterday. The King of Prussia arrived at Potsdam on the 28th ult. and went to Berlin on the 30th. The Empress Dowager of Russia is shortly expected there, Las Casas is said to be living very retired at Manheim.

Duel.—Tuesday se'nnight, a meeting took place at Newpark, near Athlone, between Thomas Dowling, Esq. and Tully Keogh, Esq. After an exchange of shots, which happily had no bad effect, the friends of the parties interfered, and a reconciliation took place.

NAVY.

The Wasp sloop of war has been commissioned by Captain Thomas Carter, and is fitting for service on the Jamaica station.

The Pique frigate, Capt. Mackellar, arrived from Jamaica, is to be paid off and dismantled.

The Cherub, Capt. Willis, returned from foreign service, is paid off and to be docked for repair.

The Vengeur, 74, has been fitted for the flag of Rear-Admiral Otway, Commander in Chief at Leith, and proceeded to her station.

The Primrose, Captain Pullort, arrived from the West Indies, will be paid off, and if, on survey, she is found fit for further sea service, to be recommissioned.

Cork, Dec. 4.—Sailed the Egfred, Kirby, for Calcutta.

Ordnance.—It is rumoured that the following changes are likely to take place in the Ordnance on the arrival of the Duke of Wellington to assume the situation of Master General.

Three out of the four Board Officers will retire, viz. Robert Ward, Esq., brother-in-law to Lord Malgrave, M. P. Clerk of the Ordnance.

Vice Admiral Moorsom, M. P., Surveyor General. Sir H. Oakes, Lieutenant General of the Ordnance.

Sir Mark Singleton, M. P. Principal Storekeeper, who married the daughter of the late Marquis Cornwallis, and who has kept his situation under other changes, will probably remain.

Lieutenant General Phipps, brother to Lord Mulgrave, Clerk of the Deliveries, M. P. will retire.

Colonel Chapman, who served in the Peninsula under the Duke of Wellington, will probably retain his station.

It is said that the Duke has nominated Lord Fitzroy Somerset as his Secretary; and has also named Sir George Murray, Sir J. Dickson and Sir E. Harvey to situations at the Board.

The Earl of Dalhousie is appointed Governor-General and Commander-in-Chief at the Cape of Good Hope, in the room of Lord Charles Somerset, whose period of service is about to expire. Lord Dalhousie is now Governor and Commander-in-Chief at Halifax.

The Redwing, we understand, is to sail in a few days for St. Helena and the Cape, and taken out Mr. Arbuthnot and Mr. Ellis; the latter Gentleman, we are told, is appointed Secretary to Lord Charles Somerset, at the Cape, but we have not heard upon what particular mission the brother to the Secretary of the Treasury is going. Perhaps to supercede Sir Hudson Lowe, for although his conduct to the French at Longwood did not seem to excite the displeasure of Ministers, we understand they are seriously offended at the hoax he lately played upon them about the famous St. Helena plot !!

It is rather curious, that although several ships have arrived from St. Helena since the Mosquito, that we have not heard any further particulars respecting this mighty affair; had we not timely discovered the hoax, we fear the public would long have been amused and deceived by the folly and nonsense of the Ministerial Journals on the subject.

November 2.

Mrs. Adams, the amiable consort of President Adams, died at Quincy, near Boston, last Wednesday, in the 74th year of her age. The Hon. Mr. Popf married her sister—both from England.

Vienna, Nov. 16.

Mr. Auben, Physician at Constantinople, and Mr. Laford, Physician at Salonichi, affirm that vaccination is a protection against the plague. Of 6000 persons vaccinated at Constantinople not one has caught the infection of the plague.

The Armenians who take care to be vaccinated remain free from the plague.

Stockholm, Nov. 17.

The uncommonly serene and mild autumnal weather still continues, and now supplies in abundance garden produce, of which we were deprived during the summer by the great drought. To be without fire in the stoves, and to have the meadows covered with verdure instead of snow, is a strange phenomenon here in the month of November.

THE STAR,—December 8, 1818.
DUKE of WELLINGTON.

The appointment of the Duke of Wellington, to the Master-Generalship of the Ordnance, is, we believe, universally felt to be a measure calculated to add much to the weight and stability of the present Cabinet.

He will give active assistance, such as may be expected from a man whose mind has been long engaged in affairs of the very highest importance; the wisdom of whose plans has been only equalled by the vigour and promptitude of their execution; & to whom, to undertake and to succeed, are almost synonimous. He also brings habits of administration upon the largest, as well as the most minute scale; and a judgment, formed almost to an unerring standard, by the necessity which the duties of his military command imposed upon him of avoiding error. With qualities so rare, he is known to combine intense application and uncommon industry. He is, moreover, a great economist of time; and, to finish the picture, his integrity and high sense of honour, associated him, by universal consent, or rather solicitation, with every transaction for the last four eventful years, that has had any reference to the security and happiness of the civilized world.

In connecting himself with the present Ministry the Duke of Wellington will bring a great increase of capital to the firm. He will give more than he can possibly receive; and therefore the advantage of the connexion will be obviously on their side. His name will give a weight to their measures at home and abroad, which every one must instantly perceive. In their foreign transaction, Ministers will have increased facilities from the circumstance of their having his sanction and support; and even their domestic policy will be materially assisted by the concurrence of a man, who is known to be as firm as he is clear sighted and prudent. It is unquestionably an event that will materially improve the situation of the Government; whilst it is certain, that it has made a favorable impression upon the public in general.

It is reported that the Earl of Harrowby is to be our Ambassador at the Court of France, in the room of Sir Charles Stewart, G. C. B. The Noble Earl is now President of the Council—He will have to succeed a most active, zealous, and able Ambassador, who, through the whole of the delicate and interesting period of his service, has acquitted himself to the approbation of the Prince Regent, whom he has so faithfully represented, as well as of the Court at which he resided.

COMMERCIAL.

Manchester, December 6.

Our letters by this morning's Post from Liverpool state the arrivals of Cotton and other Colonial produce, during the past week, to have been extremely limited; and there was comparatively very little business done in the markets. Prices of the different articles are stated to be nominally the same as the preceding week. The markets are not expected to recover their usual tone and activity until after Christmas. At the public sales of Cotton on Friday, there was very little business done; even the speculators seem completely satiated, and now keep back to await a more favorable change in the markets. The fact is, the crops of the last and the present expiring year have been so uncommonly fine and abundant, in comparison with former seasons, that the quantity brought to market regularly, for many months past, has been beyond all precedent; and although the demand has been great, the extreme abundance of the commodity has kept the prices invariably low, & enable the manufacturers to keep a more than usually extensive stock of the raw material on hand.—Every description of Cotton being low, and the qualities excellent, it is probable that considerable sums will be invested in that article, which can hardly fail to advance in prices in the ensuing spring, as there will be a considerable falling off in the import during the winter months.

We some days ago stated that an important constitutional question had occurred at Chatham, by an attempt to subject a recruiting Serjeant of the East India Company to a military Court Martial. We have been favoured with the following opinion on the subject:—

This case involves a question of no ordinary importance—whether, as it affects Walter King or the East India Company; and I think it of still deeper interest in a constitutional point of view, namely, whether King, under the circumstances stated, be amenable to military law. I am of opinion that he is not, for the following reasons.

The preamble to the Mutiny Act truly and emphatically recites that—"No man can be forejudged of life or limb, or subjected in time of peace to any kind of punishment within this realm by martial law, or in any other manner than by the judgment of his Peers, and according to the known and established laws of the realm;" and then the statute proceeds to state that it is nevertheless requisite for the retaining of the before-mentioned forces in discipline, &c. to enact as therein follows. The forces before-mentioned do *not* include the recruiting establishment of the India Company. It would be proper to inquire what was King's situation at the time of the commission of the supposed offence with which he is charged.

He entered into a voluntary engagement with the East India Company to serve them on their recruiting establishment in *Great Britain* and *Ireland only*.

He never enlisted or received a bounty. He was never attested or sworn, agreably to any attestation or oath prescribed by any Acts or Act of Parliament for raising troops for the service of the India Company. He belongs neither to the army or navy of his Majesty.

By the 32 Geo. III. Sect. I. enacts, that "it shall be lawful for his Majesty to order and cause such of his Officers as he shall see fit *to levy, entist and raise* men for the *special purpose* of serving in *the East Indies*, either *in his Majesty's* Forces *or in* the *Forces of the said United Company's*," and a particular oath is prescribed to be taken by such persons so enlisted.

The same Statute recites, that although by the 21 Geo. III. ch. 65, the India Company were empowered to raise men in Great Britain and Ireland, yet that no provision had been made, by virtue of which such Recruits could be trained, exercised and disciplined, during their abode in this kingdom, or whereby they could be subjected to Military Law, previous to their embarkation for, or during their passage to the places, "where the Company were entitled to maintain such Troops," and then provides, that the men *so enlisted* for service in *the East Indies* should be amenable to Military Law.

The 50 Geo. III. ch. 87, enables the East India Company to raise and enlist men for the *special purpose* of serving in their Forces in the *East Indies* only.

It is clear, therefore, from the Statutes, that the only purpose for which the Company are empowered to raise men is to *serve in India only*, and that such are the only forces which the Company can legally levy; and that to enable the Company to train, exercise and discipline such men, so legally rised, it was necessary to have a special cluse inserted in the 39th of the King before mentioned. Walter King was neither enlisted or mustered under either of the Act which confer authority on the East India Company to raise men. Neither the King or the India Company could compel him to serve in the East Indies or to quit this realm. His contract to serve the India Company was distinctly different from the enlistment under any of the acts cited. The purpose and limit of service bore no resemblance to those of the the forces legally levied by authority of Parliament.—The only mention of persons on recruiting establishment, in the Mutiny Act, is the 138 section; and that clause obviously contemplates only the recruiting establishments of his Majesty's Forces, as will be seen by attending to its language. The clause runs thus—"That this Act shall extend to all Serjeants and Non-commissioned Officers, employed on the recruiting service; receiving any regular pay in respect of such service, and all *such* Serjeants and Non-commissione Officers and persons employed on the recruiting service, shall be liable to martial Law and discipline, in like purpose as his Majesty's other Forces." The words—his Majesty's other Forces—obviously shew that the clause contemplates the force comprized within the reach of military law, to be persons composing a part of *his Maje-ty's Forces*. And it should, in aid of this clear construction, be added, that in all the statutes, where ever the troops of the East India Company are proposed to be comprehended, they are specifically named. Every maxaim of law, and every principle of constitutional policy, would disclaim inference and implication to deprive a man of "the known and established laws of the realm," and place him under the military law. It may, therefore, be justly deduced, that King is not amenable to martial law; because

1st. He is not within the 39 G. 3. c. 109, which contemplates only a force raised either to serve the King or the East India Company for the East Indies only

2d. Because he is not within the 50th G. 3. c. 87. which embraces persons raised by the Company to serve in *their* forces in *India only*.

3d. He is not within the 138th s. 58th G. 3. c. 11, which, when speaking of a recruiting establishment, alludes only to his Majesty's forces in the enactment respecting such recruiting estabiishment.

The only case in which a recruiting Serjeant of the India Company was attempted to be brought within the military law, was Geo, Samuel Grant; and in that case Lord Loughborough, in giving the opinion of the Court, relied on the fact, that Grant had confessed he *belonged to the 74th regiment, and rsceived pay from it*, and on that account and for that reason he was deemed amenoble to military, law. Now King belongs to no regiment, and receives no pay in any shape from his Majesty's service.

Under these circumstances, by every maxim of law, and on every constitutional ground, I hold that King is not amenable to martial law.

C. F. WILLIAMS.

ANECDOTE.

We see in the French journals that a Lady who had given birth to several boys was, as may be conceived, exceedingly eager to have a child of the other sex, and had recourse to that purpose to almost every superstitious practice that was advised her. She was at last firmly persuaded, from certain symptoms of her last pregnancy that were represented to her as decisive, that her wishes were about being accomplished. Every preparative was made in consequence to welcome the expected girl. The biggin and whole linen were trimmed with pink ferret, and even the name, the happy name of the beloved unborn was chosen and determined upon, She was to be called Zoë, The decisive moment comes: and the squalling of a stout boy puts an end to all the sweet delusions of the maternal vanity, Ah, exclaimed the mother in her sorrow, what to do now with the pretty name of Zoë? It is impossible to give it to a boy; Is it only that embarrasses you, said a good notured uncle who had been invited to stand God father? It can be easily obviated. Be you then comforted! We shall call this bey *Robinson Cru zoe.*

To the Editor of the Monthly Magazine.

Sir,

THE last ten years I have spent in Brazil, where, without any pretensions to astronomical science, I found it convenient sometimes to make observations upon the heavenly bodies. For this purpose I fixed a meridian, elevated a few feet above the ground, and drew along the surface of it a corresponding

line north and and south. A plumb-line at each end showed that both were in the plane which passes through the poles and the zenith. To obviate the difficulty which always attends observations made upon transits near to the zenith, I placed upon the lower line an horizontal mirror, which reflected the face of the heavens as cut by the meridian. Placing the eye exactly in the plane of the meridian, the transits were observed in the mirror wite the greatest accuracy and ease.

But, when the object to be viewed is exactly in the zenith, and the mirror lies flat upon the plane of the horizon, the figure of the observer's face is represented as eclipsing that part of the heavens where the body is whose transit is to be observed. To avoid this, the mirror was furnished on each side with a pivot at right angles to the meridional plane; by which means the north or south part of the mirror might be raised so as to form any convenient angle with the plane of the borizon: and the reflected image of the heavenly body in all situations was distinctly and easily viewed.

It appeared to me that this mode of observing might be made useful under unknown meridians; and of course at sea. I therefore constructed an instrument upon similar principles. It consisted of an azimuth compass steadily balanced, so that its glass cover was perfectly parallel to the horizon. A strong line was drawn from the foot of one sight to that of the other; and the heads likewise of the two sights were joined by a stiff wire. Upon this, plumb-lines were hung, to ascertain when the upper and lower lines were both exactly in the plane vertical to the horizon. The mirror was placed in the centre between the feet of the two sights, and one end was capable of being elevated to any angle with the glass of the compass.

The instrument being formed, and the variation of the compass found, the north point of the needle is placed just so many degrees east or west of the plane of the sights as answers to the variation; whence the plane of the sights becomes also the plane of the true meridian, and the mirror reflects the face of the heavens, with the shadow of the wire cutting it from north to south; and the transit of any of the heavenly bodies may be accurately observed at any place on shore with the greatest facility. At sea, the motion of a small vessel makes a little more adroitness necessary, but practice renders observations easy even there.

I embarked at Rio de Janeiro with this instrument on-board his Majesty's packet Swiftsure, Capt. Caddy, Feb. 25, 1816, and used it until 9th of April, without seeing any land, when we made the Island of Flores. The longitude of our situation, as pointed out by the instrument before we made the land, differed only two miles from what it ought to have been as ascertained by our landing upon the island. A few days afterwards we encountered a violent gale of wind, during which the instrument was thrown down and broken: it now lies in its mutilated state. I have since been out again to South America, and made some alteration in its structure. This account it sent for publication in your Magazine, because I know of no channel by which it is so likely to meet the notice of those who are able to ascertain whether it be of real value or not, and have interest enough to bring it into general use, should it possess any intrinsic merit.

For me to point out how extensively applicable it may be; how the observations by it may be multiplied by day and by night; how they may be taken from the sun or the stars, the moon or the planets, with or without the aid of a time-keeper; and how independent they are of each other, would be impertiment. All this, should the instrument be found worthy of notice, will become the work of those who are better instructed in the science of astronomy and the art of navigatioe.

If you deem this account worthy of a place, you will please to give it room and oblige JOHN LUCCOCK.

Leeds; July 29, 1818.

AN APOLOGY FOR RELIGIOUS ZEAL.

Every one, we believe, that looks abroad into the fashionable world, and observes the humours and modes prevailing in it, must be sensible enough of this melancholy truth, that we are refined at last into the most melancholy coldness and indifference to religion. Our thoughts, our company, and conversation, are so turned upon matters of a lower nature; they are so entirely swallowed up in voluptuousness and secularity, that a zeal for religion looks as odd and singular, upon a man, as an antiquated dress of our great grandfather's, and is truly become the object of pity and derision among the men of elegance and taste.—What may be the cause of this folly, we will not determine; but we sure are, that it is contrary to reason and good sense—brings dishonour and reproach upon the higher classes—and serves no other end, but to propagate licentiousness, and plunge them at last in ruin.

By religious zeal, we understand, a hearty and an affectionate concern for the service and honour of God, and an earnest desire and study to promote it, upon good grounds, by all lawful and prudent methods. One necessary requisite in religious zeal, is—that it be always expressed in a *decent manner*, and this will require our utmost vigilance, because in a complication of so many various passions, as are naturally concurring to our zeal, we shall find ourselves in perpetual danger of transgressing the rules of *prudence* and *decency*, nay, and of justice and charity too, unless they be constantly right under good regulation. The truth and excellency of the Gospel of Christ—the honour of God—and the salvation of men, are dear and sacred pledges, which zeal is always most affectionately concerned for, and will always most earnestly contend for. But then it is still a compassionate concern, and a very charitable contention, not carried on by virulency of speech, and railing accusations; not enlightening mens eyes by the dreadful blaze of fire and faggots, nor butchering mens bodies in order to save their souls: for the zeal that is truly Christian, though it is always an active instrument in promoting God's glory, yet it never presumes to be the executioner of his vengeance.

From hence, we may observe, that zeal and moderation, are not opposites and enemies to one another, but inseparable friends and allies; for that zeal is never commendable, which is not allayed with something of moderation, nor is that moderation of much value that is not enlivened and invigorated with zeal. Take away your moderation, and your zeal is the most irregular—furious—and ungovernable thing in the whole world; and take away your zeal, and then moderation degenerates into remissness and supineness, which leaves the soul quite destitute of resolution, constancy, and vigour.

We may recommend religious zeal as one of the justest, the most reasonable, necessary, becoming, and beneficial of good qualities, that can adorn either a Christian, or even a rational creature. For first, it is most just whether we consider God's prerogative right to the best of our affections and service; or the equitable reasons on our part that bind us to it. God has unquestionably a prerogative right to the best of our affections and service, and that immediately derived from the very preminence of his nature; nor barely as he is the supreme being, the Author, proprietor, and disposer of all things; but as he is the Supreme Good, and therefore, the ultimate end and scope of all rational creatures, and their actions; and the absolute compliment of all the happiness they are capable of.

Again such zeal is as reasonable as it is just. For one principal line of reason is to direct and govern our passions in such a manner, as to make them subservient to virtue. And this direction and government of the passions consists partly in determining them towards their proper object, and partly in keeping them under due regulation; that so they may invite us to pursue some rational and worthy end, and not turn us out of the way to it, by any precipitate and disorderly motion. Now where can our passions (out of which zeal is formed and compounded) be placed with more reason and success, than on him who is himself the Supreme Good, and on that service of him which alone can lead us, and qualify us for it. The zeal which we contend for, is not a blind enthusiastic and furious zeal—without knowledge—without justice and charity, but one that is regular and well-grounded under the guidance of reason, influenced by religious principles, and steadily pursuing the glory of God as its great and ultimate end. Neither is it only reasonable and just, but also necessary;—necessary both to the being and well-being of religion. For, indeed, the very essence of religion consists in the due appreciation of God's glorious excellencies and perfections, and in suitable affections and demeanour towards him. Lastly, a religious zeal highly beneficial to the person endued with it, and to others about him.

ROYAL ACADEMY.

Last night the Lectures for the season were commenced at the Royal Academy, by A. Carlisle Esq. F. A. S. the Professor of Anatomy, who delivered his opening discourse on the study of Anatomy, as applicable to the art of Painting. The general stock of elementary knowledge which is arranged in and conveyed by Lectures at the Royal Academy, for instructing the Student in the rudiments of his art, has, for a few seasons past, received little augmentation from fresh application or study. The Student has, from year to year, heard the same principles and rules enforced in nearly the same words, with an almost tiresome repetition. New Lectures have been talked of among the Professors, but the Student has not for some time had the advantage of being enlivened by their variety, or cheered and directed in his pursuits by the fresh lights which new study and perseverance my have discovered in the path which he has to tread. It is due, however, to Mr. Carlisle, to state, that he last night set example of a new Lecture to the other Professors—an example which no doubt, will be followed, as it is given by the Prosessor of that branch of study, the principles of which are of a more fixed and permanent character than those of any other Professor.

Mr. Carlisle commenced his Lecture by observing that the arts of Painting, Sculpture, and Architecture, were denominated the Fine Arts, though they ought rather to have been called the refined or beautiful Arts. The study of Anatomy was essential to the knowledge of form, proportion, and attitude, which were the essentials of character in art. It was true, that persons of great natural genius had attained proficiency in art without a previous study of the necessary elements which they ought to have considered at the outset, but the blemishes of such men shewed the great disadvantages to which they expossed themselves by an inattention or disregard of preliminary rudiments. The Professor then adverted to the study of Perspective, and said, that, though the eye was was formed by Nature to act in obedience to geometrical rules, the study of the true principles of Perspective was no less required to fix on the mind the necessary information which it was the duty of the Artist to possess and apply. In modern times the progress of anatomical knowledge had greatly advanced the character of pictoria! art. An awful reverence for the sacredness of the human frame prevented the ancient Greeks from cultivating this branch of natural history. They consulted in their dissections the brute creations alone; and as there was no common principal of analogy between the anatomy of the lower animals and the human species, they were led into numerous errors in this branch of their pursuit. The ancient Greeks, like the Asiatics of the present time, were denied the permission of unveiling the sacred vestment of the human form, and applying the organization and action of its parts to the study of the Arts. The improvements of modern philosophy had banished this superstitions awe, and the study of Anatomy, when pursued with propriety and decorum, was now allowed to the Painter and Sculptor, to whom it furnished the great materials by which he must be guided in the correct delineation of form and attitude. The Professor eloquently impressed the Student with the moral necessity of pursuing the study of Anatomy, with that reverence and humility which the subject must naturally inspire in every well-regulated mind. It was, he said in the fifteenth century, that, owing to the patronage of the Arts, and particularly to the cultivation and general diffusion of the important arts of printing and engraving, that the study of Anatomy, as applicable to the study of design, was first introduced and cultivated. Leonardo da Vinci, and Titian, were the first great artist that shewed the importance of this study. Leonardo cultivated Anatomy not only for the purposes of his art, but also as a curious branch of natural philosophy. He has left on record an amazing proof of his skill, in tracing the phisiology of the brain, and its connexion with adjacent parts, in the book of his Sketches, now in the King's Library. Carte, who has lately published a book on the same subject, has actually embellished it with the very same tracing that are to be found in the old work of Leonardo da Vinci, though it is not perhaps known that the book in the King's Library had ever fallen into his hands. Titian, in his study of Anatomy, faithful to nature, pointed out the palpable errors of Galen in his descriptions of the human frame, errors which originated in the ancient practice of confining the dissections to the brute creation. The Professor produced the work of Vicellius on Anatomy, which he preferred to that of Albinus, now the best in the Academic Library. There was more of the truth of nature in Vicellius—and it was, on the whole, a safer and better guide for the Student's information. He then exhibited some curious anatomical engraving, but they were so small as to be visible to any persons on the seats. One of them was the [illegible] supposed to be in existence, of an anatomical subject; it was executed in 1485, and merely represented the operator making an incision into the first section of the belly, not opening the whole, or developing any of the divisions of the human frame. He also shewed a book of Anatomical Drawings, made by John Horne, one of the surgeons to Henry VIII.; these were an improvement on the former work, but still extremely imperfect in their definition and character. The reputed means by which Leonardo da Vinci, Titian, and Michael Angelo, attained unrivalled perfection in their delineation of the human form, of course drew the attention of Artists to the study of Anatomy—they cultivated it with ardour and success. Sublimely adapted as were the parts of the body for the perfomance of their functious,

they were yet hidden by mysterious vestments, and calculated to afford a fund of reflection in their examination. The human skeleton was a ghastly sight for the contemplative eye, but it was less so than the pale and wan aspect of the emaciated being who had shortly before been the owner of it. In taking a review of the advantages now possessed by the Royal Academy for the study of the Fine Arts, the Professor particularly alluded to the Greek casts, and pointed them out to the attention and examination of the Student. He than referred to the plenitude of resources which Nature furnished in animal life for her variety of display, and pointed out the necessity of merely cultivating the study of Anatomy, so far as to gain a knowledge of the *superficies* which indicate the action of the muscles, and present the soundings and headlands of the Artist's inquiry. He felt a pleasure in announcing the increasing stores of knowledge which the metropolis now contained to aid the Artist in his inquiry. The Curators of the Museum in the College of Surgeons had thrown it open for the Students in the Royal Academy. Mr. Brookes still continued to allow them the privilege of visiting his excellent collection, and the great increase and diffusion of literature in all the liberal arts had furnished a stock of knowledge in the highest degree valuable. The Professor pointed out the advantages which the Artist must derive from a cultivation of the liberal arts, and hoped, that as the perils of war were now passed away, and the blessings of peace opened upon us, the mild and social virtues would now be studied and practised, and their moral excellence felt by society. This, as an opening Lecture, was of course, of a general nature. Mr. Carlisle gave notice that, in his next, he would develope the Anatomy of Animals, and point out the several analogies between its different orders. At the conclusion of his Lecture he was greeted with loud applause by a very crowded audience.

Mr. President West was in the Chair. We were glad to see this venerable Artist look in excellent health. He was supported by a number of Academicians—among them we noticed Messrs. Bone, Thompson, Howard, Shee, Westmacott, and Ward—Mr. Collins, and several other Associates.

The British Press,—November 10

CHARACTER of the LITERARY MAN.

AS IT SHOULD BE, OR, AS THE FRENCH WRITE IT,

"COMME IL Y EN PEU."

The Literary Man, or writer for public good, and general information, is always obedient to the laws and respectful to the institutions of his native land, or of the country which receives and protects him. He is essentially republican, a citizen of the world, and a subject of the most ancient of all republics—the Republic of Letters.

He does not wield the sceptre of sovereignty, or the trucheon of command; but he teaches the [illegible] and Rulers of the Earth to govern wisely, and temper justice with mercy and mercy with justice, and temper [illegible] power. It is he who marks out the path of glory; not that false meteor of low ambition merely; but the true star of that bright honour, which shines, not to burn, destroy, and consume mankind, but to multiply their enjoyments with their numbers, it is he who sets up the table, of bronze in the Temple of Memory, and engraves on them the names which deserve to be transmitted for example, and for imitation, to the admiration and the gratitude of all succeeding generations. In the balance which he holds are weighed all those who have strutted their hour on the stage of human action, in the scenes of public and high station. It is he who dispenses crowns of honour for the benefactors of mankind, or the stamp of contempt and opprobrium on tyrants and hypocrites, the selfish, and the slave.

Whatever the rank in society, or the condition, of the true Man of Letters, does not determine nor affect his dignity: To-day he eats his bread dry and black, drinks the water of bitterness, or is condemned to swallow, in a silent dungeon, the oblivious cup of an illegal death, and undeserved; to-morrow, the incense of praise of adoration, rises up to Heaven from ten thousand altars, to appease his immortal spirit; Close to the Parian statue of the master of the world, in his own temple, erected for his pride, stands the nobler bust of the sometime slave, the freedman, TERENCE, of the Roman age!

The Literary Man, who is a philosopher, and the friend of the human race, his brethren, is as simple in his actions and his writings, as he is great in his aim and purpose, and haply too in their effect. His soul, looking too high to stoop to the pursuits of avarice or of ambition, he cannot employ his mind, and use his pen, for filthy lucre; he does not swell the stream of the worshippers of power or of fortune, nor fill higher the poison cup of flattery. Praise is the coin in which he discharges the debt due to all true merit; or the moral stimulus, which he uses, to excite to higher and to better deeds. It is his task and his pleasure to disipate the clouds of prejudice; to uproot the deep-fixed and far-spreading errors of vulgar opinion; to arrest and trample on the whirlwinds of the passions; and to regard, and shew to an admiring world, the truth only; with the clear evidences of human reason, or of the revelations, which the Divinity is believed to have made to his creatures. His compass is Right Reason; his desire, passion, and affection, is Truth; Knowledge and Wisdom are with him riches and honour: On what spot soever of this opacous globe, the chance of birth, or the accidents of life, have placed him, he finds a brother where he meets his fellow; his philanthropy embraces every human creature. The labour of love—to do good to his neighbour, is all the luxury he knows how to enjoy,—is all the pleasure he desires, to sweeten existence, or to assuage its pains. Such men are every where wanted, still let us hope they are still in some places to be met with.

St. Petersburgh, August 22, 1818. R.

ART. V. I. *Voyage of H. M. Ship Alceste along the Coast of Corea, to the island of Lewhchew: with an Account of her subsequent Shipwreck.* By John M'LEOD, Surgeon of the Alceste. Second Edition. London, J. Murray, 1818.

2.—*Naufrage de la Fregate la Meduse, faisant Partie de l' Expedition du Senegal en* 1816; *Relation contenant les Evenements qui ont eu lieu sur le Radeau, dans le Desert de Sahara, á St Louis, et au Camp de Daccard; suivi d'un Examen sous les Rapports Agricoles de la Partie Occidentale de la Cote d' Afrique, depuis le Cap Blanc jusqu' á l' un Bouchere de la Gambie.* Par ALEXANDRE CORREARD, Ingenieur-Geographe, et J. B. HENRI SAVIGNY, Ex-Chirurgien de la Marine; tous deux Naufrages du Radeau. Seconde Edition, entièrement refondue, et augmentée des Notes de MONS. BREDIF, Ingenieur des Mines; avec le Plan du Radeau, et le Portrait du Roi ZAIDE. Paris, 1818.

In every age & every country, since the foundation of society, events have been occurring, of which, though too minute & fugitive for the vast and rapid page of general history, we must regret that no record has been preserved. It has be said, that the true characters of men are best seen in trifles—in those little acts which require no premeditation, and are not of importance enough to call for dissimulation or restraint. Considering the greater deliberation with which Governments usually conduct their public transactions, this is at least as true of nations as of individuals; and it is much to be regretted, therefore, that there should be so few memorials of those less formal and guarded proceedings, in which national character may be supposed most fairly to disclose itself.

It is this kind of interest, we think that belongs to the events related in the two naratives which stand at the head of this article. Each of them contains the accounnt of a shipwreck—the one of an English, the other of a French frigate; catastrophes so common, as to attract no permanent notice, and whose memory scarcely outlives the tempest by which they are caused. We had not, however, read many pages of these volumes, before we were struck with the different conduct of the English and French sufferers, in similar circumstances; and we thought that a plain statement of the facts might prove interesting to our readers, and call their attention to some points of Character, which, from their generality, we cannot but consider as national.

On the 17th of June 1816. the Medusa French frigate, commanded by Captain Chaumareys, and accompanied by three smaller vessels, sailed from the Island of Aix, for the coast of Africa, in order to take possession of some colonies which we had captured in 1808, though, as we are sneeringly told by Mons. Savigny not by force of arms, but by treachery; and which we restored to the French, by the treaties of 1814 and 1815 The first accident she encountered, was after she had doubled Cape Finisterre—when one of the crew fell into the sea; and from the apathy of his companions, their want of promptitude in manœuvring, together with the absence of every precaution, he was left to perish. On the tenth day of sailing, there appeared an error of thirty leagues in her reckoning. But the recellection of these accidents, which in the British navy, would be deemed most disgraceful, is lost in the transports and exultations of one of the crew at the sight of Teneriff. 'There it was,' he exclaimed, 'that a numerous fleet, commanded by one of the bravest admirals of England, was beaten off by a handful of Frenchmen. Ah! if at Trafalgar, our Villeneuve had not been betrayed, we would have completed what we had here begun; and who can say what might have been the consequences!'

As the Medusa lay off St. Cruz, a boat was sent on shore to procure some necessaries; and it was discovered, that six Frenchmen, who had formerly been detained there as prisoners of war by the Spaniards, had, since their liberation, implored in vain of every ship of their nation which touched there during eight years, to give them a passage to their native land;—and not one would receive them on board. The Medusa was as obdurate as the rest; and the six Frenchmen were again thrown, by their own countrymen, upon the mercy of a nation which, in the very teeth of bigotry and despotism, is one of the most noble, brave, and generous in existence.

On the 1st of July the Medusa entered the Tropics; and there, with a childish disregard to every danger, and knowing that she was surrounded by all the unseen perils of the ocean, her crew performed the cermony usual upon such an occasion, while the vessel was running headlong on destruction. The captain presided over the disgraceful scene of merriment, and had abandoned the ship to the crew and to Mons. Richefort, who had passed the ten preceding years of his life in an English prison. A few persons on board, more aware of the consequences than the rest, remonstrated, but were not attended to; and, though it was ascertained that the Medusa was on the bank of Arguin, she continued her course, and heaved the lead, without slackening sail. Every thing denoted shallow water; but Mr Richefort persisted in saying, that there were one hundred fathoms. In that very moment only six fathoms were found; and the vessel struck three times, being in about sixteen feet water, and the tide full flood. At ebb tide, there remained but twelve feet water; and, after some manœuvres, which were prefectly of a piece with the preceding conduct of the crew and officers, all hopes of getting the ship afloat were abondoned.—So much for the first act of the French tragedy. Let us now see how the English one sets off.

On the 9th of February, 1816, the Alceste, Captain Murray Maxwell, sailed from Spithead, with the British ambassador, to China, and on the 4th of March following she too, upon crossing the line, had her visit from old Neptune, to the tune of Rule Britannia; but not while she knew herself to be surrounded by danger. It was upon returning from a very beautiful and interesting voyage; in which a spirit of moderation, firmness and good faith, highly creditable to the expedition, was emminently displayed, that the Alceste met with her misfortune.

'A course was now shaped,' says Mr M'Leod, 'to avoid the numerous rocks and shoals, not well defined, which lie in that part of the Chinese sea more immediately to the westward of the Philippines, and to the northward of Borneo; and having, by the 14th, passed the whole, and got into the usual track for the passage of either of the straits of Banco or Gaspar, it was resoved to proceed through the latter, as being more direct, and less subject to calms than the former—and considering them equally safe, from the latest surveys and directions being on board, some of them by those who had personally examined them. At day-light in the morning of the 18th, we made Gaspar Island, *exactly at the time expected*, and, passing it, stood in for the strait. As is customary, in approaching any coast or passage whatever, but more especially one that all are not familiarly acquinted with, the utmost precaution was taken, by keeping the leads going in both chains, men looking out at the mast-heads, yard arms and bowsprit end; the Captain, master, and officer of the watch, on whom the charge of the ship, at such a time, more particularly devolves, having been vigilantly on deck during the whole of the previous night, and this morning. Steering under all these guarded circumstances, the soundings exactly corresponding with the charts, and following the express line prescribed by all concurring directions, to clear every danger, (and the last of this sort between us and England), the ship, at about half past seven in the morning, struck, with a horried crash, on a sunken reef of rocks, and remained immoveable.'

It was soon found that all attempts to get her off would be followed by immediate destruction; and nothing remained to be done, but to save as much as was possible of the wreck. Even in these first scenes, we think the points of contrast are sufficiently; striking; but the most remarkable are yet to be stated.

When the French frigate struck, she had on board six boats of various capacities, all of which, however were not sufficient to contain the crew and passengers; and a raft was constructed. The scene which took place, when the signal was given for the men to quit the wreck, was most dreadful. All scrambled out of it, without order or precaution. The first who reached the boats, refused to share their chance of safety with their fellowsufferers—though there was still ample room for more. Some, who apprehended that plot had been formed to abandon them in the vessel, flew to arms. Captain Chaumareys stole out of a port-hole into his own boat leaving a great part of his crew to shift for themselves in the ship. No one would give the least assistance to his companions; but all were occupied in making false representations of each other's situation, in order to create an undue share of of pity for themselves. At length, however, they put to sea, their intention being to steer for the sandy coast of the Desert, there to land, and thence to proceed with a caravan to the island of St. Louis.

The raft had been constructed without the least foresight or intelligence. It was about 65 feet long, and 25 broad; but the only part of it which could be depended upon, was the middle; and that was so small, that fifty person could not lie down upon it. Those who stood upon the floor were in constant danger of slipping through between the planks; and the sea flowed in on all sides. When the 250 passengers, destined to be its burden, were on board, they stood like a solid parallelogram, without a possibility of moving; and they were up to their waists in water. The plan originally adopted was, that as much provisions as possible should be put upon this raft; that it should be taken in tow by that boats,; and that, stated intervals, their crews should come on board of it to receive their rations. As they were about to leave the ship, Mr. Correard inquired, whether all the necessary articles had been put on board, such as charts, instruments, sea astores, &c., & was assured, by an officer, that he himself had seen that nothing was wanting. 'And who is to command us?' 'I am to command you,' answered he, 'and will be with you in a moment.' The officer, however, with these words the last in his mouth, went on board one of the boats, and returned no more.

This desperate squadron had only proceeded about two leagues, when a faulty, if not treacherous manœuvre, broke the tow-line which joined the Captain's boat to the rest; and this became the signal to all to let loose their cables. The weather was calm. The coast was known to be but 12 or 15 leagues distant; and land was, in fact, discovered by the boats on the very evening of the day on which they abandoned the raft. They were not, therefore, driven to this measure by any new perils; and the cry of '*Nous les abandonnons!*' which resounded through the line, was the yell of a spontaneous and instinctive impulse of cowardice, perfidy, and cruelty; and, dreadful to relate, the impulse was as unanimous as it was diabolical

The raft then, such *as we* have described it, was left to the mercy of the waves; and us, one after another, the boats disappeared, despair became general. *Not one of the promised articles*, no provisions, except a very few casks of wine, and some spoilt biscuit, sufficient for one single meal, were to be found. A small pocket compass, which chance had discovered, and which was their last guide in a trackless ocean, fell between the beams, into the sea, and was lost. As the crew had taken no nourishment since morning, some wine and biscuit were distributed; and this day, the first of thirteen which they passed upon the raft, was the last on which they tasted any solid food—except such as na-

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ture shudders at. One sentiment, however, kept alive their hopes, and animated their courage; and that sentiment was, the ardent wish to be revenged of those who had treacherously abandoned them. It was in this mood, that their hearts and prayers, as our authors ingeniously say, were lifted up, in piety, to heaven!

The first night was stormy; and the waves, which had free access, committed dreadful ravages, and threatened worse. When day appeared, twelve miserable creatures were found crushed to death, between the openings of the raft, and several more were missing; though the number could not be ascertained, as many of the soldiers had taken the billets of the dead in order to obtain two, or even three rations of food. The second night was still more dreadful, and many were washed off into the sea; although the crew had so crowded together, that some were smothered by the mere pressure. To sooth their last moments, the soldiers drank immoderately; and, in their fury, attempted to cut the cables, which held together the spars and beams of the raft. A general conflict ensued, between those who attacked, and those who defended it. Many of the former were killed; and one, who affected to rest himself upon the side, but who, in fact, was treacherously cutting the ropes, was thrown into the sea. Another, whom Mr. Correard had snatched from the waves, turned traitor a second time, as soon as he had recovered his senses; but he too was killed. At length the revolted, who were chiefly soldiers, being repulsed, they threw themselves upon their knees, and, with the utmost abjectness, implored mercy. At midnight, however, they rebelled again. Those who had no arms fought with their teeth; and thus it was, that many severe wounds were inflicted. One man, in particular, was most wantonly and dreadfully bitten above the heel, while his companions were beating him on the head with their carrabines, previously to their throwing him into the sea. The raft was strewed with dead bodies, after innumerable instances of treachery and cruelty; and from 60 to 65 perished that night. The force and courage of the strongest began to yield to their misfortunes; and even the most resolute laboured under mental derangement. In the conflict, the revolted had thrown two casks of wine, and all the remaining water, into the sea; and it became necessary to diminish each man's allowance.

A day of comparative tranquility now succeeded. The sufferers erected their mast again, which had been wantonly cut down in the battle of the night; and endeavoured to catch some fish, but in vain. Then it was, that they were reduced to the last resource, the most repugnant to human nature;—and the bodies of their dead companions became their sustenance. A third night following, which was interrupted only by the plaintive cries of wretches, exposed to every kind of suffering, ten or twelve of whom died of want, and awfully foretold the fate of the remainder. The following day was fine. Some flying fish were caught in the raft; which, mixed up with human flesh, afforded one scanty meal.

A new insurrection, still for the insane purpose of destroying the raft, broke out on the fourth night; and this too was marked by perfidy, and terminated in blood. Most of the rebels were thrown into the sea. The fifth morning mustered but 30 men alive; and these, in the most wretched state sick and wounded, and the skin of the lower extremities corroded by the salt water. Two soldiers were detected, drinking the wine of the only remaining cask; and were instantly thrown into the sea, according to a law which had been enacted among themselves, to that effect. One boy died. There remained therefore 27. Of these, but 15 appeared capable of outliving their present fatigue. A council of war, presided by the most horrid despair, was held; and it was resolved, that, as the weak consumed a part of the common store, without hope of surviving, they should be thrown into the sea. This sentence was immediately put in execution!—and all the arms on board, which now filled their minds with horror, were, with the exception of a single sabre, committed to the deep.

In such a situation, distress and misery increase with a very accelerated ratio; and even after the desperate measure of destroying their companions, and eating the most nauseous aliments, the surviving fifteen could not hope for more than a few days existence. A butterfly lighted on their sail the ninth day; and, through it was held to be the harbinger of good, many a greedy eye was cast upon it. Some seafowl also appeared; but it was not possible to catch any of them. The misery of the survivers increased with a rapidity which cannot be described; and they even stole from each other little goblets of urine,* which had been set to cool in the sea water, and which was now considered as a luxury. The most trifling article of food, a lemon, a small bottle of spirituous dentifrice, a little garlick, became causes of contention; and every daily distribution of wine awakened a spirit of selfishness and ferocity, which common sufferings and common interest could not subdue into more social feelings.

Three days more passed over in inexpressible anguish, when they constructed a smaller and more manageable raft, in the hope of directing it to the shore; but, upon trial, it was found to be insufficient. On the 17th, the masts of a brig were seen; which, after exciting all the vicissitudes of hope and fear, proved to be the Argus sent out in quest of the Medusa. 'C'est donc á des Francois,' exclaimed they, 'que nous devons notre salut!' And, pray to whom did they owe their disasters? The inhabitants of the raft were all received on board the Argus, where they were again very near perishing, from a fire which broke out in the night.

The six boats, after their treacherous exploit of cutting the cables, made all the way they could for the coast of Africa, which they reached in safety; and after many dangers and fatigues among the Moors, through which we cannot follow them, the survivers of the different crews arrived at St. Louis. The conduct of all was marked by the same characteristics as those which we have seen on the raft; and, though their sufferings did not provoke them to the same horrible enormities, it is easy to recognise in them the same spirit of selfishness, cowardice and perfidy.—Having now conducted the French sufferers to a place of safety, and handed them over to their friends and countrymen, we must return to the English.

As soon as all hope of saving the Alceste was given up, the boats were hoisted out, and a raft was constructed; and the Embassy, which of course was the first object of interest, was carried to the island, where it was with some difficulty landed. Every hand was at work on board the frigate, to save all that could be saved; but, as very little provisions had as yet been obtained from her. Lord Amherst assembled his people, and told them, that a gill of water, with half a gill of rum, was to be the daily allowance of himself, and all. The boats could not contain half of the crew; and it was resolved, that as the season was favourable, the Embassy should proceed to Batavia, where vessels might be despatched to convey away the remainder of the crew from the island where all had now been landed. Two hundred men, and one woman, were left behind; and Captain Maxwell, after stationing a party to dig a well, removed their quarters to the top of a hill, where the air was cooler. Every hand was employed. Some were busied in searching out a spot for an encampment. Others carried up the hill, the little store of provisions, over which a strict guard was set. All began to suffer much from thirst. A bottle of muddy water was at length obtained from the well; and the rush toward it was so great, in the first moment, that it was found adviseable to place sentries. Every drop of rain was collected, and bathing was used. On the 20th Captain Maxwell assembled his men, and stated to them, that they were still subject to the Navy laws, and that he was resolved to enforce the strictest discipline; but that all must submit to the greatest privations. On the 21st, a party which had been left to clear the ship, was surrounded by the Malay proas well armed; and had only time to save themselves by flight. An immediate attack was expected on the island; and the same apprehension kept them on the alert, during the remainder of their stay. It was at this moment, that the British fortitude shone in its best lustre. The most regular discipline, as in a town besieged, was established and perfectly maintained. Every precaution was taken to avoid a rupture; every means were employed to repel an assault. We cannot enter into the particulars. Suffice it to says, that the crew of the Alceset, after seeing their vessel burnt before their faces, reduced to very short allowance, in great doubt of ever escaping from the island, were exposed to daily attacks, from very superior numbers of the most merciless and perfidious savages in existence; at the same time that they were annoyed by the presence of serpents, wild beasts and monkies; and that not a single instance of bad fellowship, not a single breach of discipline occurred during a detention of 19 days upon this miserable island. Church service was regularly performed; and the Malays were no less surprised than gratified at seeing one of their dead companions, who had been brought on shore, decently buried.

'Awful as our situation was, and every day becoming more so, starvation staring us in the face on one hand, without a hope of mercy from the savages on the other, yet there were no symptoms of depressiong or gloomy despair. Every mind seemed buoyant; and if any estimate of the general feeling could be collected from countenances, from the manners and expressions of all, there appeared to be formed in every breast, a calm determination to dash at them, and be successful, or to fall, as became men, in the attempt to be free.'

A sail, however, the Ternate, sent out to their relief, was at length discovered from the look-out tree. On the 5th of March, Messrs Ellis and Hoppner two of their former companions,, returning from Batavia, came on shore; and were received, with heartfelt acclamation, by the whole garrison under arms; and on the 7th Capt. Maxwell, after seeing the last man of his crew out of the island, arrived safe on board the Ternate. And here the suferings of the crew of the Alceste terminated.

But it was far otherwise with the miserable creatures who had escaped from the raft of the Medusa; and we have events to relate, which, though not so terrific, are if possible more disagreeable.

The survivors, from all quarters which the shipwrecked of the Medusa had reached, being now collected at St. Louis, it was expected that the colony should be evacuated by the English. But the Governor, Mr. Beurthome (Burton?) refused so to do; and ordered all the French away to the mained. Our authors exhaust a large store of uncharitable conjectures, in search of the cause of his refusal, which, like true Frechmen, they refer to the habitual Machiavelism of the British government; and to which we shall make no answer—because we are very well convinced it would be an easy matter to refute them. It was resolved, however, to despatch a ship to the Medusa, to carry away the money and provisions—'And the men also,' observed Mons Correard to the French Governor Schmaltz. 'Bah, il n'en reste pas trois.'—'N'en resta-t-il qu'un; sa vie est preferable à tout ce qu'on peut retirer de la fregate,' replied Mons. Correard; 'et il sortit indigné de la chambre. A goalette sailed in search of the Medusa; but being prudently furnished with provisions only for eight days, she was forced to return. She put to sea again, but in such a disabled state, that, after beasting about for 15 days, she came back a second time. Ten days were employed in repairing her; and, at length, having lost 33 days to no purpose, she reached the Medusa, on the 52d day after the frigate had struck upon the bank of Arguin; when, dreadful to relate, three miserable sufferers were found alive. Our readers will recollected that Captain Chaumareys had made his escape furtively out of the Medusa. As soon as he was in safety he sent a boat to take away a *few* men, who, he said, still remained in the wreck. But what was the surprise of the lieutenant, when he found that *sixty* men had been abandoned there! All of these, however, were carried off, with the exception of 17, some of whom were drunks and others refused to leave the frigate. A, long as their provisions lasted, these 17 remained at peace. Twelve of them embarked on a raft of their own construction, the remains of which were thrown upon the coast of Sahhra; but the persons on board were never heard of. Another ventured to sea in a chicken-coop; but sunk immediately. Four remained behind; one of whom had expired of hunger and fatigue. The othr three lived in separate corners of the wreck, and never met, but *to run at, each other with drawn knives.* They where put on board the goalette, with all that could be saved from the Medusa.

This little vessel was no sooner seen returning to the island, then every heart beat high with joy at the hope of recovering some property. The men and officers of the Medusa jumped on board, and asked whether any had been saved? 'Yes,' rerplied their brother officers of the goalette, 'but it is all ours now—*tout cela est maintenant de bonne prise*;'—and the naked Frenchmen, whose calamities had found pity from the Moors of the Desert, were now deliberately plundered by their own countrymen. A ship, bearing the commission of his most Christian Majesty, and which had been despatched by the governor of one of his colonies to save all she could from the wreck of one of his own royal frigates, turned pirate, and robbed the shipwrecked crew of all their property!—We should not believe this upon any foreign testimony.

(To be continued.)

* Mr. Savigny made two physiogical observations on this subject, which are not without interest. The urine of some was much more agreeable *(suave)* than that of others; and in all cases, the beverage proved an instantaneous and powerful diuretic.

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